

THE Hongkong Weekly Press

AND
China Overland Trade Report.

Vol. LIX.]

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BIRTHS.

On the 28th March, at No. 50, Bubbling Well Road, the wife of WILLIAM AUGUSTUS WHITE, of a daughter.

On the 30th March, at Kobe, the wife of HENRY A. COX, of a daughter.

MARRIAGE.

On the 31st March, at the Union Church, by the Rev. C. H. Hickling, ROBERT W. ASTILL, of Shanghai, to ROSE WILLIAMS, of Birmingham.

DEATH.

On the 27th February, at Edinburgh, J. P. WINGATE, of Amoy, aged 28 years.

Hongkong Weekly Press

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ARRIVAL OF MAILS.

The English Mail of the 10th March arrived per the s.s. *Malta*, on the 8th inst.

EPITOME OF THE WEEK.

War Telegrams, etc., will be found on p. 277 of this week's issue. The latest news arriving via London indicates that the First Army Corps of the Japanese is advancing on Wiju, which town had already been occupied by Japanese cavalry. The Russians for the most part are supposed to be concentrated on the north bank of the Yalu River, through parties of their cavalry, probably Cossacks, are acting in Corea, on the flank of the Japanese. The latter's First Army Corps numbers 45,000; but the total strength of Japan in Corea at the present moment is unknown. Nor is the Russian total in Manchuria known even approximately. Vaguely it is supposed to be somewhere about 290,000. Both sides continue to enforce great secrecy on correspondents.

Letters reaching Paris from Hanoi describe the province of Kwangsi as a perfect cauldron of rebellion. No news to that effect reaches us via Canton.

Advices from S. Petersburg state that General Artamanoff with 500 Cossacks has occupied Ulsan, forestalling a Japanese force advancing from Chong-ju.

It has been ascertained that the Russian squadron was at Vladivostok when the Japanese bombarded it, but did not show itself, having another object than that of fighting an enemy stronger than itself.

H.M. first class cruiser *Andromeda*, Capt. R. N. Ommamey, left Sheerness for Hongkong on the 12th ult. to relieve H.M.S. *Blenheim* on this Station. She brings new crews for the *Moorhen* and *Teal*, which are to be recommissioned out here.

News from S. Petersburg says that the recent statements of an anti-Government plot in Corea are confirmed. The influential Pedlars' Guild is involved. The main object of the plot is to overthrow the pro-Japanese Government and depose the Emperor.

There is an element of humour in the comment of one of the vernacular journals, says the *Kobe Chronicle*, to the effect that "it is reported that the Korean Emperor will ask the advice of Ambassador Ito more in regard to the safety of the Imperial House than on political matters."

In Shanghai last Monday news of a serious engagement, unless the Russians continued their policy of retirement, was hourly expected. The Japanese land forces are operating in a large irregular lozenge, at the angles of which are Newchwang, Wiju, Kirin, and Vladivostok.

The S. Petersburg *Official Messenger* notifies the decision of the Russian Government to have recourse for the present, to the so-called "free cash reserve" for war expenditure, while retrenching in various directions, notably in the construction of railways. These retrenchments will aggregate £13,000,000.

Ceylon papers to hand yesterday report from Europe that, owing to French influence, Russian feeling toward Great Britain is improving. They also state, on the authority of the *Times* Seoul correspondent, that the Japanese railway extensions in Corea are designed to allow the holding of the country in event of a reverse in Manchuria.

The Russian reinforcing squadron which is now stated to be due to leave Europe in the middle of July, will consist of the *Dmitri Donskoi*, *Aurora*, and *Oslabya*, four new battle-ships of the *Tsarevitch* type, two old and three new cruisers, two destroyers, five torpedo-boats, and nine submarines, the latter carried on board the larger vessels.

The following telegram to the *Asahi* will be read with interest:—Peking, March 24.—The German Minister to Peking is demanding a concession for a railway between Tientsin and Chingkiang, for which a concession has already been granted to Great Britain. The British syndicate has not commenced the work, and hence the German demand. The negotiations are in progress.

The *Novoe Vremya* regards the British advance in Tibet as a highly important move, as by dominating Tibet and the Dalai Lama's government, Great Britain will inevitably dominate the whole of the Mo gol world, including the territories bordering the Russian dominions, and is certain to use the position to create a thousand difficulties for Russia. The *Sviet* expresses similar views.

A Japanese destroyer engaged in scouting at Port Arthur has discovered a channel, available for the passage of ships, 130 yards wide.

In consequence of the approaching tomb worshipping festival, known among the Chinese as *Chingming*, there has been a large exodus of Chinese to Canton. The river steamers running from Hongkong to Canton are leaving every day with large numbers of Chinese passengers; by the various steamers which left here last Sunday evening a few thousand Chinese must have left the Colony.

M. Khilkoff has returned to S. Petersburg to confer with the authorities. He says that the scarcity of cars and locomotives on the eastern section of the railway has been remedied; west of Irkutsk ten trains, beyond Lake Baikal nine goods trains, besides passenger and military trains, are running daily in either direction. M. Khilkoff returns in a fortnight to supervise the construction of the circum-Baikal line.

L'Echo de Chine keeps up its campaign of mendacity and malice. It has sent a "special correspondent" to the seat of war, who has succeeded in penetrating to Tsingtao! The value of his information may be judged by his statement that the Japanese revictual their ships at Chefoo and Weihaiwei, a malicious lie (as the *N.C. Daily News* remarks) that should be nailed to the counter at once, and which the Editor should not have published after Lord Selborne's categorical denial.

The adjourned meeting of the shareholders of the Tanjong Pagur Dock Co., Ltd., held for the purpose of taking a poll of the votes in favour, respectively, of the motion proposed by the Chairman, Mr. J. Rumney Nicholson, and the amendment moved by Mr. John Anderson, took place on the 25th ult. There was a large attendance of shareholders and the greatest interest was evinced in the result, which was declared as follows:—For the amendment, 512; Against, 1,956; Majority against, 1,444.

Home papers announce that three more British military officers are being sent by the War Office to Japan. They proceed via Vancouver, per *Empress of India*, for Yokohama. They are: Captain Badham Thornhill, R.G.A., a well known and popular figure in Hongkong; Lieutenant Betton-Foster, R.G.A.; and Lieutenant Piggott, R.E. Yesterday the P. & O. s.s. *Malta* brought to Hongkong, on their way north, Lieut.-Col. Tulloch, of the 126th Baluchistan Regiment, and Major P. E. Crawford, of the 1st Battalion Royal Sussex Regiment, who are to be military *attachés* to the Japanese army.

The Emperor William, on the occasion of the running of the first train on the Shantung railway, telegraphed his congratulations to the Governor of Shantung, who has replied as follows:—"I thank your Majesty from the bottom of my heart for your telegram of congratulation. The railway has now been completed as far as Tsinan-fu, and will further the welfare of the commerce of both countries. I firmly trust that the friendship between the Germans and the Chinese will always endure and may become more intimate, and that German and Chinese merchants may co-operate in harmony. I will devote all my powers to striving for the fulfilment of your Majesty's hopes. All is peaceful in the province of Shantung. I wish your Majesty health and long life.—CHU-FU, Governor of Shantung."

CHINA'S TRADE IN 1903.

(Daily Press, 5th April.)

The Foreign Trade of China during 1903 is described by the Statistical Secretary of the Imperial Maritime Customs in his annual review of the financial results of the year as having been disappointing to most of the interests concerned, notwithstanding "apparent prosperity indicated by inflated values." "The Reports from the Commissioners," Mr. MORSE observes, "all show a tendency to refer to 'the year 1899 as the last year of 'prosperous trade. Followed as that was 'by the year of madness and retribution, 'by the disastrous floods in the Yangtse Valley in 1901, and by the drought and 'deficient crops in the South in 1902, the 'abundant harvests of 1903 have failed 'to produce their natural effect, and have 'done no more than give a breathing 'spell to the millions of the Empire." Going into particulars, the Report states that Tea, favoured by reduced taxation, has done well, and the trade in Foreign Opium has flourished; but the Silk crop was a disastrous failure in Mid-China, while Cotton Goods, as all traders are aware, suffered by the increased cost of raw material owing to the speculation in the home markets, as well as by unexpected fluctuations in exchange, and by monetary stringency in the large consuming districts of the North which had not recovered from the disturbances of 1900. What prospects of an early revival of trade existed early last year were hopelessly blighted towards the close by the uncertainty of the political situation which has since culminated in the war. In the Lower Yangtse Valley the records show good crops of rice and tea, but the volume of imports did not come up to expectations. In the South it is noted that Kwangtung had two excellent rice harvests, and that the Viceroy has energetically taken measures for the repression of the dacoity in Kwangsi which has so much disturbed the province in recent years, and has also done his best to put a stop to piracy on the waterways. In addition to all these transient causes suggested for the depression of trade Mr. Rose does not omit to mention the burden of the recurring indemnity payments. We need not repeat that the amount exacted by the officials from the people for this purpose is probably double, and perhaps treble the sum demanded by the Powers, and the absorbing power of the people must be correspondingly reduced.

The statistics themselves form an interesting study. The apparent total value of the trade in 1903 was 540 million taels, which the Statistical Secretary points out is almost exactly double the figures of ten years ago, and two per cent. better than in 1902. But this is not so satisfactory as it seems, for value is not a safe guide to determining the volume, which shrunk, and to no small degree. This discrepancy between the standards of quantity and value is most clearly shown in cotton. Plain fabrics showed a loss of 29 per cent in quantity last year, but in value the loss was 27½ per cent. Cotton yarn showed a rise of 12 per cent. in quantity, but an increase of 23 per cent. in value. Mr MORSE in some interesting remarks on the trade in cotton manufactures mentions that in 1872 the semi-finished product, yarn, contributed 6 per cent. to the total value of all cotton products imported; in 1882 it was 20 per cent.; in 1892 it had risen to 41 per cent.; in 1902, with local mills turning out large quantities of yarn, the foreign import was still 43 per cent. of the whole,

"and the conditions prevailing in 1903 have 'driven the peasant to take less of the 'woven fabric and to substitute for it 'the yarn with which he and his family may 'themselves weave the material for their 'clothing to the extent of 52 per cent. of 'cotton goods." Manchester, Lowell and Atlanta have alike suffered, and only the products of the Japanese mills show a contrary tendency, "increase in these being 'manifested all along the line."

No very noticeable change is shown in woollens, but in metals there was a substantial increase in quantity and fifty per cent. in value. Larger local production brought about a falling off in rice and flour, and a decrease is shown in kerosine oil and sugar; but coal, machinery and railway plant continue to be imported in ever increasing quantities. The war precludes the hope that this year will show any better returns than last so far as trade in the North is concerned, but there is no apparent reason why a more flourishing business should not be expected in the South.

GERMAN AND BRITISH RAILWAYS IN CHINA.

(Daily Press 6th April.)

In our issue of yesterday we published some interesting statistics of the progress of the German colony of Kiaochau, which shows a satisfactory rate of development generally. It is true that Germany is spending money very freely on this possession, and that it is not at present paying any interest on that expenditure; but the German Government look confidently to the time when the capital now being laid out will yield good results, if not directly then indirectly by feeding German trade and shipping. Already the trade of Kiaochau has increased enormously, the returns for 1903 showing that it had doubled as compared with the trade of the preceding year. Meantime six factory buildings and a silk spinning mill have been built, a concession acquired for a steam corn mill, numerous houses and godowns have arisen, a brewery is being established, and a fourth brickfield has been opened. Mining syndicates are also busily engaged in exploring the hinterland of the Colony, and the results of their labours (Shantung being fairly rich in minerals) will no doubt soon be apparent. The work of afforestation is being systematically carried on, as our German friends believe very strongly in the amelioratory influences of forests on the climate, and it is asserted that the young plantations already established have had a beneficial effect on the rainfall and have increased the fruitfulness of the soil. Altogether the German Government have reason to believe that the money so freely lavished on their Far Eastern dependency has not been wasted, and that an object lesson for the Chinese in North China has been created by their efforts.

It is, however, when we come to regard the work done on the Shantung Railway that we in Hongkong find our object lesson. The concession for making the railway was acquired in 1899, the same year in which the British-Chinese Corporation obtained their concession to construct a railway from Kowloon to Canton, to join the line to be built by the Belgian-American Syndicate from Wuchang to Canton. Early in 1903, the first section of the Shantung Railway, namely from Tsingtao to Chon-tsun, a distance of 303 kilometres, was opened to regular traffic. It was expected that the remaining portion, to Tsinan-fu, the capital of Shantung, would be completed by the 1st June, 1904, but the contractors

have anticipated this date by nearly three months, for the first through train to Tsinan-fu was run on the 15th ultimo. The whole distance, 406 kilometres, or 252 miles, from Tsingtao to Tsinan-fu, is therefore now open to traffic, within about five years of the date of securing the concession. This is much better progress than has been made by the Belgian-American Syndicate, but how does it compare with that achieved by the British Syndicate who appeared to be so eager and so anxious to introduce the iron horse into the Celestial Empire, and more especially to connect the British colony of Hongkong with the great and busy capital of Kwangtung! Comparisons are sometimes odious, we know, but it is frequently both necessary and useful to institute them, however distasteful they may be to some of the parties interested. In this case it is not only extremely necessary to make this comparison, but it is also a duty we owe to the Colony and to all those interested in British trade with South China, or, for the matter of that, with any portion of the Far East. As against 252 miles of railway laid in Shantung, connecting the capital of the province with the German port of Tsingtao, what have the British Syndicate to show? Not one yard of railway, not a single sod cut, not even a proper survey made! This is the fact, and it reflects most severely not alone on the Syndicate or Corporation but also upon British enterprise generally, and it is naturally calculated to lower British commercial prestige in the whole of the Far East. Attention has at last been directed to this apparently inexplicable delay in utilising the concession gained with no little difficulty from the Peking Government, and the circumstances have been widely commented upon in public and by the Press, but still there is no sign of any active movement on the part of the concessionaires. The British-Chinese Corporation must, however, wake up, and that speedily, or there will soon be an agitation for the cancellation of their privilege and its transfer to some body or company able and willing to proceed at once with the undertaking. Every month of lost time will now be jealously counted, and this colony will do well, unless satisfactory proofs are soon forthcoming of an intention to proceed with the railway, to memorialise the Colonial Office on the subject.

THE TIBETAN QUESTION.

(Daily Press, 8th April.)

The advance of the British Mission into Tibet is being watched with the greatest interest all over the world. The "Roof of the World," as the country of the Dalai Lama has been not inaptly termed, is still the theme of general speculation and curiosity, all European travellers having been so jealously excluded from its capital that the progress of Colonel YOUNGHUSBAND's force is naturally followed very closely. The determined hostility shown to the British Government by the Tibetans for years past, which quite recently assumed an open form, has also contributed to the attention now bestowed upon developments in this remote region. The recent unveiling of a Muscovite plot to secure present predominance and future mastery of Tibet by entering into a secret treaty with the Dalai Lama, the supply of arms to Tibetan troops by the same agency, and the knowledge that Russia has been for years intriguing to acquire complete ascendancy over the whole of the Mongolian races of Asia, of course rendered it imperative

that some action should be taken by the ruler of so many millions of Buddhists to come to a proper understanding with the spiritual head of that faith. Not only has Russia schemed to secure the absorption of Tibet into the Tsar's dominions, but some of the provincial Chinese authorities have also endeavoured to place all kinds of obstacles in the way of commercial intercourse between Tibet and India. Thus the Chinese Amban at Lhasa has consistently sought to keep up the dislike entertained by the Tibetan Lamas for British officials and the British Indian Government. The sharp lesson just taught the hostile Tibetans by the British expedition has not, however, been without its effect on the Chinese Representative at Lhasa, or he has perhaps received peremptory instructions from Peking to assume a different attitude, for it seems the Amban has now written to Colonel YOUNGHUSBAND saying that he wished to meet him, but that the Dalai Lama refused to give him transport facilities. He was, however, now coming to Gyantse to meet him. This is satisfactory, for it serves to show a change of front on the part of the Chinese Government. As a matter of fact, it is the interest of China to see British influence dominant at Lhasa, and the Russians kept out of the country. The British Indian Government have no wish to extend their territory by the annexation of Tibet; all they desire is to establish direct commercial intercourse with the country and to prevent intriguing by any other Power in a State on the Indian frontier that should be in the most friendly relations with Calcutta. The Chinese Government have exactly similar aims, and it is equally their interest to do their utmost to check any attempt by Russia to establish a secret protectorate over a race which has for so long done homage as a tributary to the Dragon Throne. The looseness of the tie that has hitherto bound Tibet to China, however, has unfortunately given an opportunity to Russian agents to attempt to undermine the Chinese suzerainty and to convert the tacit mistrust entertained by the Dalai Lama of the Indian Government into active hostility, a feeling the Chinese Amban has done nothing to dissipate. Lord CURZON has accordingly been compelled to take action to neutralise Muscovite schemes and to convince the Dalai Lama that the Indian Government cannot be trifled with or flouted. The Viceroy of India altogether declines to recognise that Russia has any *locus standi* in Tibet. Russia has disavowed the reported secret treaty, and she certainly has no right to make such an agreement with the tributary of the Emperor KWANG HSU, without first consulting that sovereign. It is difficult, therefore, to see upon what pretext Russia could intervene in the Tibetan trouble. It may be true that she has furnished arms to the Tibetan rulers, with the express purpose of fighting the British Indian troops, but that is hardly an act of which she would like to boast, or on which to found a claim. She has no trade with Tibet, and the Tsar has comparatively few followers of BUDDHA in his wide dominions. For many years Russian emissaries have been assiduously labouring to seduce the Mongols from their somewhat shadowy and capricious allegiance to the Dragon Throne, in order to pave the way for the ultimate absorption of the whole of Tartary into the Russian Empire. The magnitude of Muscovite ambition has, however, overreached itself, and by its very breadth and all-embracing greed has at length aroused a storm in the Far East that will not easily be laid to

rest. Meantime the British Expedition in Tibet will proceed to carry out its mission, which will, we trust, include the opening of the mysterious city of Lhasa to the outside world and of Tibet generally to trade and civilisation.

HONGKONG PUBLIC WORKS IN 1903.

(Daily Press, April 4th.)

Forty-five pages of the latest *Government Gazette* are occupied with the Report of the Director of Public Works for the year 1903. Here the general public has brought under its notice the multitudinous duties and responsibilities which a Public Works Department is required to assume in a Crown Colony like Hongkong. Land sales and surveys, waterworks and reclamation schemes, the construction and maintenance of public roads, bridges, sewers and nullahs, sea-walls, piers and lighthouses, the erection and maintenance of Government buildings, the construction and arrangement of buildings generally—all these and many others, even to the issue of squatters' licences—come within the province of the Public Works Department. And on each and every one of these subjects something has to be said in the Director's annual report. It is not possible in the space of a column, or even two, to touch upon all these topics. One subject dealt with in the Report is of sufficient public interest to monopolise all the space we are able in this column to devote to the consideration of the Report to-day. That subject is the water supply. While the community is still restricted to a two hours' daily service, the progress of the waterworks is a feature of the Report which will naturally command especial attention. The improvement in the service in 1903, as compared with that of 1902, though admitted to be principally due to the incidence of the rainfall, was, it is satisfactory to learn, contributed to by the installation of temporary pumping plant in the Tytamuk Valley and by the Tytam Bye-wash reservoir being sufficiently advanced to enable about twenty million gallons to be impounded in September. In the year 1902 recourse was had to the intermittent supply on the 1st November; in 1903 it was not until the 15th December that it was deemed expedient to put the Colony on "short commons." So far we are not aware that it has been found necessary to have recourse to measures for importing water from the mainland as was done during the spring of 1902, but we regret to note that the quantity of water in the storage reservoirs of the Colony on the 1st January this year was 24 million gallons less than the amount in the reservoirs on the corresponding date last year. No fears or alarms are expressed in the Report concerning this rather disquieting statement, and perhaps no one need entertain them. But it is worth while pointing out that the returns given in the appendices show that the development of the Hill and the Higher Level Districts has resulted in largely increased demands for water, compared with the requirements of previous years, and as a natural consequence the water in the storage reservoirs must be all the more rapidly exhausted. It is to be noted, too, in this connection that we have so far had less rain this year than last, and the fact that there was less water in the reservoirs at the beginning of this year than at the beginning of last therefore takes on a more serious aspect as the dry season continues. Fortunately for this reason we are now approaching the end of the dry season, and trust no need will arise for

further restricting the supply of water to the community.

A brief *resumé* of what has been done in the direction of securing a constant supply will not be out of place here. By paragraph 56 of Mr. CHATHAM's Report, which refers to the City and Hill District Waterworks, we learn that most of the works recommended in Mr. COOPER's Report of the 9th May, 1896, have been executed, together with certain additional items at an expenditure of \$319,285. Mr. COOPER's recommendations for the improvement of Pokfulam conduit have not yet been carried out, but the conduit has been thoroughly cleaned and freed from obstructions. With regard to the Peak supply it is stated the pumping plant and rising main required for maintaining the supply to the Peak have been indented for. The new engine is to be capable of raising 72,000 gallons per working day of twelve hours. In paragraph 64 referring to the Tytamuk scheme an account is given of what has been done to render available, until some permanent works can be established, the dry-weather flow of the streams, the water of which it is ultimately intended to impound. A small dam has been constructed and a temporary pumping plant laid down capable of raising half a million gallons per day from the Tytamuk valley to the gauge basin at the entrance to the Tytam tunnel. The engine started work on the 1st November, and notwithstanding the occurrence of some bursts in the rising main at the outset, the quantity of water pumped up to the end of the year amounted to 20½ million gallons. Some account is given of the sinking of wells for the purpose of ascertaining the depth at which a reliable foundation for a dam will be met, but Mr. CHATHAM says it appeared obvious from the results of the trial works that a lengthened period must elapse before a scheme for the low-level dam could be definitely prepared, submitted, and carried out, and therefore a scheme for a dam on another site has been referred home to the Secretary of State for the Colonies as affording the most really and economical means of enabling this interval to be tided over, while at the same time it will not hamper or interfere in any way with the carrying out of the original scheme. This new scheme is for a dam to impound 194 million gallons of water, and the entire cost, including pumping station, rising and suction mains, and certain new roads, is estimated to be \$780,000. The scheme had not been "definitely sanctioned" by the close of the year, but the Report states that the necessary drawings, etc., to enable a contract to be let were proceeded with and were in a forward state at the close of the year. This indicates that though the scheme has not been "definitely sanctioned" there is reasonable hope of full sanction being obtained. It is to be hoped that the decision of the home authorities will speedily be made known and that there will be no unnecessary delay in the commencement of this obviously urgent undertaking.

In the fall of the current year, says a Hamburg letter, a larger number of military volunteers for three years' service will be enrolled, but only such men will be accepted who are found fit for tropical service, as they will be transported to Kiao-chau as relieving troops in the spring of 1905, and will return thence in the spring of 1907. It has been reported that principally tradesmen, such as masons, carpenters, tilers, joiners, painters, tinkers, glaziers, bootmakers, tailors, &c., will be preferred. The men going out there, besides their wages, which are sixpence higher than at home, will be able to do a good private business.

AFFORESTATION AT WEIHAIWEI.

(Daily Press, 7th April.)

Each time the Navy Estimates come up for discussion in the British House of Commons we get the question asked: "What does the Government intend to do with Weihaiwei?" It will be remembered that the lease of this harbour was obtained as an answer to Russia's acquisition of Port Arthur; but for reasons best known to the Government, the intention to re-fortify the place was abandoned, and it is now the fashion to describe it in Parliament as "a kind of sanatorium" where ships of the Fleet can go in hot weather. Weihaiwei is, after all, something more than this. It is a flying naval base, a depot and a drill ground. The vote included in the Navy Estimates for Weihaiwei this year amounts to £58,000, and of this sum it seems that £8,000 will be expended on dredging. The harbour is in need of improvement, and though the dredging is apparently to be undertaken primarily in the interests of the Fleet, it might be well worth the while of the Government to consider whether something might not be made of Weihaiwei as a commercial port. Singularly enough, in all the references which have been made in Parliament to Weihaiwei we do not remember to have noticed that the spokesmen of the Government have even remotely hinted at the possibility of Weihaiwei becoming of any advantage to the Empire commercially. Such a suggestion would perhaps only excite derision, for in the acquisition of Weihaiwei its commercial possibilities were not even considered. At present the trade is inconsiderable. Weihaiwei's chief export trade is in salt fish, which is brought in junks to South China. Its import trade chiefly consists of timber, firewood, and maize from Manchuria, paper, crockery, sugar, tobacco, kerosene oil, cotton-yarn, piece-goods, liquid indigo and other dyes. The Chinese inhabitants are either fishermen or farmers, and their demand for foreign goods is not large.

Though Ministers in Parliament have been silent as to the development of trade at Weihaiwei, there is happily some evidence that the subject is actually receiving attention. Towards the end of last year Mr. S. T. DUNN, the Superintendent of the Botanical and Afforestation Department in Hongkong, paid a visit to Weihaiwei to study its agricultural and afforestation possibilities. We have now before us a copy of Mr. DUNN's Report. In offering certain recommendations for the utilisation of the agricultural resources of the territory, "it has been assumed that the ultimate object of any present action in this department is to encourage sea-borne trade, and that the expenditure upon it is only justified in so far as it furthers that end." In his preliminary remarks Mr. DUNN also refers to a good harbour being essential for export trade, and suggests that a harbour in the convenient position of this port, in which steamers could handle their cargoes in all weathers, should attract some of the shipping from the exposed anchorage of "Chefoo."

The report recommends attention in the first place to the production of silk at Weihaiwei. The district is found to be eminently suited for the rearing of the silkworm, and silk has long been one of its staple manufactures. It appears that if a million cocoons a month were available a British company is prepared to erect a filature at Weihaiwei. Mr. DUNN estimates that many hundred times this quantity could be produced, and he pertinently points out that the establishment of a large filature would have wider effects than the encouragement

of a local industry. The Report also recommends the introduction of the best European varieties of fruits for cultivation by the Chinese, and suggests that a trade in fruit might be obtained with Shanghai and other places in the East where Europeans reside. Chefoo formerly had a very flourishing trade in this line, but it seems to have greatly diminished of late years. This, however, is ascribed to the deterioration of the trees, rather than to a falling-off in demand, and one can well believe that if good European varieties of fruits were cultivated at Weihaiwei there would be a large demand for them from all the coast ports of the Far East. Again we are told in the Report that "there are numerous situations in the neighbourhood of Weihaiwei which apparently offer all that is required for the establishment of vineyards," and, while Mr. DUNN refrains from asking the Government to spend money at this stage on the introduction of the wine industry, he suggests that every possible encouragement should be offered to any individual or company willing to acquire land for the purpose. Under the heading of "Field Crops," Mr. DUNN points out the possibilities of a well-organised trade in the export of ground-nuts and bean-cake; the trade in the former at Tientsin, and Chefoo's trade in the latter, each amounts to more than a million taels a year. "The connection of some of the chief agricultural tracts with the sea by means of light tramways would almost certainly result in a considerable export trade. Other crops grown in the district are available, but these two products especially deserve immediate attention on account of the large amount of shipping that would be necessary to handle them." Other recommendations in the Report relate to forestry, shade trees, and finally to white wax. All the recommendations strike us as eminently practical, and it is to be hoped that this official report on the agricultural possibilities of the territory will receive the attention it deserves. It is clear that capital might be very profitably employed at Weihaiwei, and that well-directed enterprise will reap no mean reward.

HONGKONG JOTTINGS.

(Daily Press 4th April.)

During the past week there has been a noticeable, and most appreciable, change in the weather. Old Sol has shown himself on three days, and those days, by his wise dispensation, were the first of the Easter holidays. In consequence, business in certain directions became abnormally brisk, and the Peak tramway and the Kowloon ferries had somewhat of a difficulty in coping with the extra holiday traffic. The Peak cars were so full that large numbers were disappointed about finding seats, and several took jaunts into Kowloon Chinatown instead. But, better than all—the pleasant change enabled the sojourners here in this Colony to doff, even if only for a while, their heavy rain, mist, and damp-resisting garments, and don light summer clothing and so deceive themselves into a fictitious belief that "the spring is here." The Chinese are predicting that there is more unpleasant weather coming, but all I can say is, long may it be delayed, for we have had enough of it for the present.

In a very little while the new tramways will begin running. At the depot at Bowrington Canal great activity is being shown in the preparation of the plant. Many of the cars have been constructed. They are very handsome carriages, roomy, well lighted and ventilated. By the way, the coming of the tramways is calculated to do away with the street ricksha more effectively than the Commission which recently sat to consider the betterment of the street vehicle service. But

it is a question whether the tramways will oust the ricksha altogether, for it is difficult to imagine anything more convenient than the "handy little ricksha" which carries the passenger right up to his own door step.

It is interesting to note from the D.P.W.'s report for the past year that grants of land on nominal terms included a small area (2,500 square feet) for a temple at Tung Lo Wan; another for a cable hut for the Telegraph Companies at the junction of Bonham and Pokfulam Roads; an area of nearly an acre at Kai Lung Wan for an extension of the ground used for burying urns containing disinterred remains; an area of 2 acres at Happy Valley for the Asile de la Sainte Enfance; a small area (2,267 square feet) adjoining S. Joseph's Church in Garden Road; and an area of 1.55 acres for the erection of an Anglican Church in Kowloon near the Observatory.

Yesterday was Easter-day, and the absence of all proper decoration for this, the greatest Feast of the Church, was much commented on by the congregation which gathered at the Cathedral services. A lady, coming out of the Cathedral, said to me, "You would not think to-day was different to any other Sunday, judging from the appearance of the Church, would you?" I did not answer the question, directly, but I thought much, and wondered.

While one and all are ready to admit that the general working of the Post Office is carried on in a way that cannot fail to give general satisfaction to the public at large, there is no doubt that in some minor matters the service calls for non-complimentary comment. Of late several complaints have come to my knowledge about failure in the delivery of letters at the proper date locally. Now I am told by a correspondent that he was allowed by the P.O. authorities to send away through the Hongkong office certain postal orders to S. Africa which were afterwards returned as being uncashable there. Surely the attendants at the Post Office should be able to inform customers of the proper mode of procedure in this direction.

With the cessation of football and cricket in the Colony—the destination of the Football Shield and the premier position in the Cricket League having now ceased to furnish a topic for speculation—it might be thought that matters in the way of sport would have been practically *non est*. Yet a cursory view around the Colony last Saturday at once dispelled any anticipations one might have entertained as to such being the case. On the Cricket Ground practice in lawn tennis was being vigorously entered into; and away down to the Happy Valley was to be witnessed the unique sight of athletic events, a hockey match, a football match, and a scratch cricket match, all going on within a distance of each other.

It appears that the necessary negotiations preliminary to the taking over of the old Rifle Ranges at Kowloon have not altogether been completed between the Government and the Military authorities. Meantime, however, the construction of the road across what will afterwards be the King's Park proceeds apace. It will afford a much-needed communication between the villages of Hunghom and Yaumati. It crosses the swampy ground immediately to the north of Gun Club Hill and will intersect the area which it is intended, when negotiations with the War Department reach such a stage as to admit of it, to lay out as the King's Park. After traversing some rising ground, the road bifurcates, one portion communicating with Sixth Street, Yaumati, and the other with an extension of Robinson Road which it is proposed to construct northwards past the Yaumati Theatre. With a view to future developments, the road is being laid out with a width of 100 feet.

BANYAN

The British steamer *Strathgyle*, which was lately sold to the Toyo Kisen Kaisha, has now been re-named the *Manshu-maru*. The Dutch steamer *Helebes* has been purchased by a Kobe shipping firm and renamed *Nichiyei-maru*. The Nippon Yusen Kaisha has chartered two more steamers in London.

THE WAR.

[FROM OUR CORRESPONDENTS.]

Kobe, 4th April.

The Russians have evacuated the village of Sensen, to the north of Chengju.

The Japanese vanguard had a slight skirmish on Saturday with Russian troops at Thyolsan, west of Sensen, and in the result the Russians fled towards Wiju.

LONDON, 5th April.

There is reported to be dissension between Admiral Alexieff and General Kuropatkin, the former wanting rapid action on the part of Russia, whereas General Kuropatkin is more cautious.

A Russian transport bound for Vladivostok, with a cargo of provisions on board, has been captured by the Japanese.

SHANGHAI, 7th April.

The Russian cruiser *Bayan* yesterday (Wednesday) stopped the Press steamer *Haimun* in the Chili Strait. It is learnt that the *Bayan* made a search for the Japanese fleet within a distance of thirty miles from Port Arthur, but failed to discover any of their ships.

NORTHERN TELEGRAMS.

We take the following telegrams from the N.-C. Daily News:—

Tokyo, 31st March.

In the engagement at Chongju on the 28th of March, five Russian officers were severely wounded, and three Cossacks killed and twelve wounded. Major-General Mischenko was present at the engagement.

The Russian attempt to neutralise Newchwang has failed, owing to the British statement that it must be dependent on the withdrawal of the Russian troops.

The Russian administration at Newchwang having issued preliminary regulations with regard to the military control of the port, the Foreign Consuls on the 28th of March asked their home governments for instructions on doubtful points.

Tokyo, 1st April.

It is stated on good authority that the Russian force between Chiulienchéng and Fênghuangchéng has now reached about one army corps. Relays consisting of five or six men each are posted every one or two li between Chiulienchéng and Antungshien.

The Russians are hastily erecting entrenchments in the Yalu valley with the object of keeping open their communications. Seven have been finished at Antungshien, and five or six more are under construction.

[Chiulienchéng is on the north side of the Yalu, opposite Wiji. Fênghuangchéng is about 35 miles north-west of Chiulienchéng.]

Tokyo, 3rd April.

The Yalu is thawing. It is reported that the Russians have withdrawn from Shonchhyon, midway between Chongju and Wiju.

The Japanese advanced guard has come into collision with the enemy at Thyolsan, north of Shonchhyon.

THE "VARYAG."

The *Japan Mail* reports:—The raising of the *Varyag* is said to be proceeding most successfully, but as the *Kokumin's* correspondent, by whom the intelligence is conveyed, speaks of 12-inch guns having been already raised from the vessel, his details are obviously coloured by his imagination. At all events 8 guns of sorts have been taken out of her. They are all said to be serviceable, and it is now certain that the ship can be saved. She will make an addition to the Japanese navy, since she is a fine protected cruiser of 6,500 tons, with a nominal speed of 23 knots.

SINKING OF ANOTHER JAPANESE STEAMER.

A telegram dated Chefoo, 29th ult., and reported to be received by the Japanese War Department, states that the small steamer *Hanyei-maru*, plying on the Chefoo coast, was chased on the morning of the 26th by Russian vessels and afterwards sunk. Ten Japanese of the crew and seven Chinese were captured,

while the master of the vessel and two seamen escaped in a junk and succeeded in reaching Chefoo on the 29th. It is stated that the Russian vessels numbered nine, including destroyers. A later report, issued by the *Asahi*, says the *Hanyei-maru* was a steamer of 75 tons, and at the time was chartered by the Chefoo correspondent of the *Osaka Journal*, who used it with the object of watching the naval operations.

PORT ARTHUR'S DEFENCE.

The following (from the *Kobe Chronicle*) amplifies what we have already received by telegraph:—

The Commander of the fortifications at Port Arthur has issued a notice to the officers and men of the forts and to the inhabitants of the town which reads grimly and suggests the pardonable fears that are entertained by the people as the result of continued attacks by the Japanese. Addressing the officers and men of the forts and of the lines of defence and also the inhabitants of the Province, the notice says that judging from the enemy's continued attacks the Japanese are doing their utmost to break through the Russian defence. Their intention evidently is to land on the peninsula and occupy the forts or to destroy the forts and retreat in their war-ships. It must be remembered, continues the proclamation, that the Japanese consider the taking of Port Arthur a question bearing upon the national honour. Up to the present the Japanese have realised the difficulty of their task. The inhabitants are informed that the fortifications will never be abandoned, and that the Commander will never give the order to retreat. There can be no retreat. It is necessary for all to be determined and to fight till death. There is no retreat, for on three sides of them is the sea, and their land retreat is cut off. If the defence shows courage the enemy will be defeated. The inhabitants of the peninsula are exhorted to be brave and earn everlasting renown.

JAPAN'S OBJECT IN THE WAR.

The foreign column of the Japanese Socialist organ, *Heimin Shimbun*, has an interesting article on the object of the war—whether it be empire expansion or the checking of Russian expansion and the preservation of Chinese and Korean integrity.

"Is Japan fighting," the writer asks, "merely for territorial expansion, or is she fighting for something else?" From the beginning of the war it has been repeatedly stated by the Government that Japan was compelled to plunge into war with Russia in order to preserve the independence of China and Korea as well as her own. If a righteous war means a war without any recompense, Japan ought not to look forward to the possession of any piece of land in Manchuria or Siberia when she comes out victorious. We may depend on our Government, at least on our enlightened statesmen, to live up to what they profess, but it is extremely doubtful whether soldiers or pseudo-statesmen would be satisfied with a victory which brings no spoils. It was about ten days ago that Mr. Oishi, a prominent leader of the Progressist party, spoke on the war at the general meeting of the party. He declared that when the war shall have proved victorious for us, we must take possession of the two provinces along the Amur River, as well as Liautung Peninsula, in order to prevent the advance of the Russian army to the East again, and his speech was received with loud applause. It is no wonder to hear such a statement from the mouth of a statesman, if it is admissible that war is nothing but robbery and statesmen are nothing but robbers. But despoiling is so much against the idea expressed in the 'Declaration of War' by the Emperor, that no statesman would dare to insist on it in the face of the world. Is not the integrity of the Chinese and the Korean dominions the most prominent cause for which Japan is fighting? If so, it is an unfaithful and shameful act on our part to try to add a part of the Chinese dominions to our own. Moreover, we must oppose the idea of despoiling, as a matter of expediency, because it will bring us into a perpetual conflict with Russia instead of preventing her advance to the East. Suppose we have driven the Russian army out of Manchuria. Does it mean an end of the war? Not at all. The Russians will withdraw to Western Siberia and even to the other side of the Urals, if it is necessary, but they will never give up attempting to come back

again. Will Japanese be so stupid as to take up the duty of gate-keepers at the Siberian frontier all the year round? We must remember that this duty will require hundreds of thousands of men and several millions of dollars. Therefore the only way for us to take is to recognise the authority of the Chinese Government in Manchuria and at the same time to induce the other Powers to take the responsibility of guarding Manchuria against Russian interference. If an equal chance for commerce and industry is given to all the Powers, they will not decline to share the responsibility with us. Whether the war turns out to be a righteous one or not may only be judged by the result. Let us hope that our Government may not be influenced by soldiers and short-sighted politicians so as to bring disgrace and disaster upon the nation by acting in contradiction to what it has professed before the world."

THE TORPEDO-BOAT DUEL.

Writing of the torpedo-boat engagement on the 10th ult., the *Times* correspondent states that the Japanese Admiral, in a wireless telegram describing the torpedo-destroyer engagement, says that the Russians, despite their superior numbers, were defeated by the better shooting of the Japanese, who were armed with six-pounders against the Russian pounders.

RUSSIAN SCHEME OF DEFENCE IN

MANCHURIA.

Reuter's correspondent at Yingkow wrote on the 3rd ult.:—"On account of the impossibility of defending the coast here until a thaw permits of entrenchment being made and forts constructed the Russians are prepared to fall back on the main railway. There are practically no defences, and, although the shifting and reshifting of troops and artillery to the small forts at the mouth of the Liao River gives the appearance of an intention to defend the port, the administration evidently depends on an engagement inland to arrest the Japanese advance. It is understood that the only plans as yet determined on are the following:—

"1. That General Kuropatkin's headquarters shall be at Moukden, where Admiral Alexieff proposes to remain indefinitely, on account of the place being the centre of the Chinese administration of Manchuria.

"2. That the almost indefensible plain to the west of Tashihchiao shall be held, if possible, for the sake of the railway connecting Moukden with Port Arthur.

"3. That the Haicheng-Liaoyang line shall be the extreme limit of withdrawal. It seems, however, that in view of the exposure of the railway at this point, and the almost certain arrival of the Japanese before the construction of defences, the Russian authorities fully anticipate that Port Arthur will be isolated and besieged."

It may be that this scheme does not recommend itself to Viceroy Alexieff, now reported at variance with General Kuropatkin.

RELEASE OF A COLLIER.

The Japanese Prize Court at Sasebo has released the Norwegian steamer *Hermes* and also her cargo of coal. The ship was seized on February 9th off Port Arthur, but the Court, while holding the seizure to be justifiable, ordered the release of the vessel and her cargo on the ground that the evidence showed the ship's officers to be unaware of the commencement of hostilities prior to starting on her voyage from Moji.

A DRY DOCK FOR PORT ARTHUR.

Seventy shipwrights and artificers left Sevastopol recently for Moscow, where they will be joined by two thousand men from the Baltic yards, the whole party then proceeding by rail to Port Arthur. It is stated that Professor M. J. Timanoff was also leaving for the Far Eastern port. He has a plan for the immediate construction of a temporary dry dock at Port Arthur, capable of taking in the injured warships for repairs. The Professor's project is to close in by a dam an inner corner of the harbour, go to work with the powerful dredgers, and then pump out the enclosure. There is no lack of appliances and material ready to hand, says the correspondent, but it is doubtful whether the dry dock can be constructed in time to be of material service to the Port Arthur squadron, and the constructive work may possibly be retarded or stopped by the long-range fire of the enemy's guns.

RUSSIA'S PROPOSED NAVAL REINFORCEMENTS.

Papers by the mail contain confirmation of the special telegram published in the *Daily Press* a month ago announcing Russia's intention to dispatch 45 warships to the Far East at the end of June. The squadron will consist of fifteen large ships, which will be accompanied, as we suggested at the time, by about 30 torpedo-boats. The composition of the squadron will be as follows:—The eight battleships *Borodino*, *Orel*, *Imperator*, *Alexander III.*, *Kniaz Suvaroff*, *Ossliabya*, *Navarin*, *Sissoi Veliky*, and *Imperator Alexander II.*; the two armoured cruisers, *Dmitri Donskoi* and *Oleg*; the three protected cruisers, *Aurora*, *Jamtchug*, and *Izumrud*, the two latter being of the *Novik* type; and the two large transports, *Kamtchatka* and *Ocean*, which recently returned from the Far East. This squadron will be commanded by Rear-Admiral Royestvensky.

A commentator remarks that this fleet is a "scratch pack" in every sense of the term, made up as it is of vessels that are still in dockyard hands and have not yet run their preliminary trials, together with some of the oldest vessels that the modern Russian Navy possesses. They all, too, vary among themselves in speed and in coal capacity, while none of them has the means of getting over more than half the distance without re-coaling. How that supreme difficulty in this regard will be got over remains yet to be seen, and it will be a highly interesting spectacle for outsiders.

MILITARY OPERATIONS IN JOLO.

[FROM OUR CORRESPONDENT.]

Manila, 29th March.

With the death of the Moro datto, Pangliman, Hassan, all opposition to United States authority in the Island of Jolo ceases. He was not only the prime author of the recent disturbances, but the only one of the Sulu chiefs to remain hostile after the repeated drubbing they have received. Hassan was defiant to the last, and the manner of his death was tragic to the last degree.

Colonel Hugh Scott, who commanded the cavalry column that has been operating against the recalcitrant dattos in that locality, was treacherously wounded last November by this same Moro. He was led by some friendly chiefs, who were acting as go-betweens, to a house in the jungle where Hassan had promised to surrender himself, and was fired upon at close range from behind a high wall that screened it. Since then Colonel Scott engaged Hassan on the tenth of last month near Siet Lake, where he was holding out in the strongly fortified cotta of a kinsman named Laksamana. In this fight the cotta was taken with a loss to Scott's party of an officer and seven men, but although well over two hundred of the defenders were slain, Hassan and Laksamana succeeded in making their escape, the latter badly wounded.

During the latter part of his campaign, Colonel Scott has had the assistance of all the former hostile dattos, who, already satisfied with their punishment, were anxious to ingratiate themselves. He was especially desirous of capturing Hassan rather than killing him, as he considered him as probably the most influential of the Sulu chiefs, whose power might be utilised for good results if properly directed. As an old Indian fighter, Scott readily recognised that the best way to get Hassan was through his own people, as he would never be forced to surrender, nor would he permit himself to be taken by the Americans, and that remained the only way in which to reach him. In response to the protestations of the friendly dattos, Colonel Scott therefore told them that the best proof they could offer of their intentions was to bring in the instigator of the trouble, which they vowed to do. After the Siet Lake affair the Moro allies managed to surround Hassan in a large swamp, where they tried to starve him out. It is said that their sincerity was at first doubted, but whether they really intended to keep their promise or not they soon tired of the unwholesomeness of swamp life and went in after the fugitive. In the attack on the house where Hassan was supposed to be refuged, the mother

and favourite wife of the rebel were killed in the fire, and two of his sons wounded, one of whom has since died; but Hassan himself was not there, having been gone some days.

This was in the latter days of February. Hassan was next heard of living in a hut in the extinct crater of Mount Bagska, about twenty miles away. With him were two other Moros, one of whom gave Scott the necessary information. According to the account of an officer recently from Jolo, Hassan was ignorant of the swamp affair and was expecting his family to join him in his new retreat. One of his companions endeavoured to persuade the irreconcilable to give himself up, but was told for answer that if he was no longer his friend the best he could do was to go to Scott and "tell him to come up here and I'll show him how to die." This Hassan made good in a manner to command the admiration of all who respect a brave man. After deciding that no other means would satisfy, Colonel Scott surrounded Bagska during the night of March 4th and drew in on him at daybreak of the 5th. Hassan met the demand for his surrender by deliberately firing into the soldiers. With both legs broken and riddled by bullets, he continued to fight with the ferocity of a cornered wild-cat. He had already emptied his magazine three times when a rifle ball shattered the bolt-handle of his gun, and then, drawing his barong, he dragged himself towards the nearest soldier, a cavalry sergeant, who was obliged to dispatch him with a pistol ball. When examined after death his body is said to have contained twenty-six gunshot wounds.

The abrogation of the Bates treaty has produced no new phase in the Moro situation in Mindanao. This occasions no surprise here to those informed on Moro affairs, inasmuch as the terms of the President's decree have been in effect for the better part of a year. As late as last September General Wood notified the sultans and dattos that as they had failed to fulfil their obligations, especially in the matter of maintaining order, they had forfeited their annuities and that slavery resolved into a violation of the American laws. As a matter of fact the sultan and his dattos have not received a cent from the Government for ten months. To this announcement the Moro chiefs made no demur, which in itself was a paramount admission of their failure to comply with the terms of the treaty; indeed, I am informed by those from Mindanao that they frankly confess the fact. It is notorious enough without that, however, that the dattos have maintained anything but order in the past year, and that their relations with the United States have long ago assumed a different aspect.

The Bates treaty gave recognition to the authority of the dattos over their followers, and provided an annual compensation for them upon the express condition that they were to preserve peace and order within their respective territories. The Moro laws were recognised by the same instrument in so far as they did not conflict with the United States laws, except that slavery was tentatively tolerated. The annuities, therefore, were more than mere retaining fees, so to speak, but rather salaries such as any local official in the Islands might receive, and their withdrawal was the only logical outcome of the state of affairs.

As regards the slavery question, it might be supposed that the abolition at one stroke of so fast-rooted and traditional a custom would wreck the Moro social structure. Yet the dattos accepted the new order most imperturbably. They merely enquired what they were expected to do with the dependants they already held as slaves, and were told that there was nothing to prevent them remaining in the service of their present masters, but that, on the other hand, if any of them chose to walk off their former owners would be powerless under the law to bring them back or to otherwise detain them. This seemed to fully satisfy the dattos, and it is not supposed that any new state of affairs will arise out of this order. The Moro slave-owners will undoubtedly take good care that their human belongings learn as little as possible of their advantage, and, in any event, they will probably use methods of their own to discourage their slaves from availing themselves of it, and yet remain within the law. In the meantime the issue is apparently settled and all sides satisfied.

A TRIP TO WAICHOW.

AN INTERESTING EXPEDITION.

The importance of the town of Waichow, on the East River, was until recently little realised in Hongkong, but there is no excuse now for its possibilities in relation to this Colony being overlooked. The local Chamber of Commerce for some time past has been urging the advantages to Hongkong which would accrue from the opening of Waichow to foreign trade. In September last we described at some length the resources of the town and its neighbourhood, and since then both the Chamber of Commerce and the Hongkong Government have kept the matter well in view. No doubt it is the fact of the talk which there has been about the place that inspired three Hongkong residents, one of them the Secretary of the Chamber of Commerce, to spend their Easter holidays in visiting Waichow. The gentlemen who started on this interesting journey were Messrs. A. B. Lowe, W. H. T. Davis, and O. D. Thomson. They left Hongkong at 2.30 p.m. on the 31st ult. and returned on Tuesday afternoon. We are enabled by the courtesy of Mr. Thomson to give an account of the visit.

Starting from Hongkong at 2.30 p.m. on Thursday for Mirs Bay in the Chamber of Commerce launch, the passage to Sang Cheong, north of Mirs Bay, was unpleasantly rough. This stage was reached at about 6.30 p.m., and the Customs officials, who knew they were coming, made them comfortable for the night. They set away next morning at a quarter to seven. For the first couple of miles they went along the banks of the river which flows into Mirs Bay. At this time of the year the mouth is silted up, and a bar about two miles inland makes navigation impossible. Then they tramped down into a more fertile, well-cultivated valley, along a good path. The whole district was under cultivation of some kind, conspicuous among the produce being sugar-cane. After two or three miles of this they crossed a range of hills, the gap being not more than 600ft. high. Just on the other side of the gap, from Mirs Bay, is said to be a haunt of pirates, and it appeared well adapted for that purpose. Here also the country seemed well under cultivation. At 11 a.m. they had entered quite a different kind of place, wild moorland with an abundance of trees stretching as far as the eye could reach. A range of hills showed up as a background. There was no considerable traffic through this district, several 15 to 20 ft. roads crossing that along which the party were travelling. They passed the source of a river, which turned out to be that of the stream Tau Shiu. Tea-houses were passed every few miles along the road, and a considerable number of people carrying various kinds of merchandise. The foreign trio were not interfered with in any way on the road. Tamsui, about 20 miles from Mirs Bay, was reached at about 3 p.m.; and a native boat was hired to take them to Waichow. The stream at Tamsui is extremely shallow, and though the boat had a flat bottom it very often went aground. The craft was punted along, the crew occasionally getting out to tow her from the banks. The aspect of the country hereabouts was much the same as that already described—fairly flat, with no high hills near the river. The boat continued to proceed slowly till about 9 p.m., when she was anchored for the night, the journey being resumed at daybreak (4 a.m.) by the same means at the same rate of progress as on the previous evening. At six o'clock the travellers landed and walked along the banks. Here the country began to lack those signs of cultivation, everywhere noticeable on the way up, but it was evident this was not due to barrenness of the soil, as trees and bushes of various kinds were to be seen on all sides. The scantiness of the population may account for the land being out of cultivation, for there are very few villages along the river banks. Fui-pu, where there is a German Mission Station, was reached at 10 a.m. The journey was continued till tiffin-time through a low-lying country, but after the mid-day refreshment they emerged again into a district partly in cultivation and partly pasture land. The surrounding country was beautifully green and charming to behold. The boat was anchored just outside Waichow at 9 p.m., as it

was not possible to get into the city moorings after dark.

Next morning the party went ashore and walked through the cities of Waichow and Kwaishin, which face each other on the river. Waichow is the more important place of the two, being a walled city of considerable area. For a Chinese city, the streets are fairly broad, and the shops make a very presentable appearance. Many of them were stocked with European goods, even Bass beer bearing the label of a Hongkong firm being obtainable. It would take an hour and a half to walk around the City wall, which is kept in a very good condition. A great portion of it has been recently repointed, and some of it rebuilt. Old muzzle-loading guns are showing at intervals, but they do not appear in a condition to be used. From one portion of the wall an extremely pretty lake is to be seen. Islands, on which there are villages and what appeared to be joss-houses, are in the centre. The lake, which is a large one, is divided into three portions by bunds. The people in Waichow were extremely civil, and not by any means anti-foreign. The camera was a source of wonder to them, as it was apparently quite strange to them. In Hongkong the Chinese coolie fights shy of the camera, but the folk at Waichow manifested quite an embarrassing interest in the operations of the photographer of the party. Kwaishin is like Waichow on a smaller scale, the streets and shops not being so large as those on the other side of the water.

Leaving Waichow at 11 a.m. on Saturday morning for Shek-loong, the stream was with them, and the wind sent the boat along at a fair pace. The country was flat and under cultivation; and a fair number of villages were passed en route. At about 4 p.m. pirate regions were reached, guard-boats being stationed at intervals of about a mile. The anchor was dropped at about 6.30 p.m. During the night soldiers beat gongs, presumably as a proof of their watchfulness. At about 3 o'clock next morning—Monday—the "mud-hook" was weighed, and Shek-loong was reached at about 11 a.m. Here the river is broad but very shallow—too shallow for any but small boats, of which several were employed carrying cargoes. Shek-loong City is really a small edition of Waichow. The shops made a good show of European goods, one store being completely filled with them.

The party left Shek-loong for Whampoa in tow of a steam-launch, hoping to catch the boat for Canton. They were just in time to see the boat for Canton steaming down river, leaving her long trail of smoke behind. There was nothing for it but to go on in their own craft, arriving at Canton at 9 p.m.

The main conclusions reached are that the people of the district are very friendly to foreigners and compare favourably with the people in the New Territory, but the prospect of Waichow becoming an important centre of foreign trade would seem to depend on railway communication being established, because the river is too shallow to be serviceable for the movement of cargoes. The country presents no serious difficulty for the railway engineer.

HONGKONG SANITARY BOARD

A meeting of the Sanitary Board was held on the 7th inst., Hon. Dr. J. M. Atkinson (President) presided, and there were also present Hon. P. N. Jones, (Vice-President), Hon. A. W. Brewin, Registrar-General; Mr. F. J. Badeley, Captain Superintendent of Police; Mr. Lau Chu Pak; Colonel W. E. Webb, R.A.M.C.; Mr. A. Rumjahn; Dr. W. W. Pearse, Medical Officer of Health; Dr. B. Barnett, Assistant Medical Officer of Health; and Mr. T. A. Hamner (Assistant Secretary).

APPOINTMENTS.

The PRESIDENT, pursuant to notice, moved— "That Donald John Mackenzie, Hubert John William Gidley, and Horace Julian Knight be appointed for the purpose of carrying out the provisions of the Bye-laws for the "Prevention

or Mitigation of Epidemic, Endemic or Contagious Disease," subject to the approval of His Excellency the Officer Administering the Government. That Henry Thomas Jackman and Alfred Carter, Acting Sanitary Surveyors, and Horace Julian Knight, and Herbert Pearson be deputed by the Board under Section 30 of the Public Health and Buildings Ordinance, 1903, to institute summary proceedings before a Magistrate against any person contravening any of the Bye-laws duly made under Section 16 of the aforesaid Ordinance; and that the said Henry Thomas Jackman be authorised by the Board to issue certificates of occupation in respect of domestic buildings under Section 84 of Ordinance No. 13 of 1901. And further, that the said Henry Thomas Jackman, Alfred Carter, Horace Julian Knight, and Herbert Pearson be deputed by the Board under the provisions of Section 256 of the Public Health and Buildings Ordinance, 1903, to institute summary proceedings before a Magistrate for the recovery of any penalty imposed by Part II of the said Ordinance or by any Bye-laws made thereunder."

Mr. RUMJAHN seconded, and the motion was agreed to.

LIMEWASHING.

Further correspondence was laid on the table from Mr. Lau Chu Pak on the subject of lime-washing of houses, which matter he had brought up at the previous meeting.

Dr. Pearse minuted that he was unaware of any illegal requirements having been made in this direction, and asked Mr. Lau Chu Pak to give definite information in any such case, whereupon he would have the matter looked into.

SMALLPOX.

The PRESIDENT submitted a minute of the Medical Officer of Health which bore that since 10th February there had been 22 cases of small-pox, of which 15 were found in the streets; and 6 of them were under 10 years of age. In view of this it would be as well, he said, to issue hand-bills advising people to be vaccinated, and especially to have their children vaccinated. He moved that the Board recommend that this be done. Attention might be drawn to the fact that daily free vaccination could be got at the Government Civil Hospital, Tung Wah Hospital, and Alice Memorial and Nethersole Hospitals.

Colonel WEBB seconded, and the motion was agreed to.

DEVELOPMENT OF MONGKOK DISTRICT.

In connection with an application for a licence to sell fish at 30, Station Street, Mongkok.

The Registrar-General minuted:—"There is a market at Taikoktsui. If the Board thinks more market accommodation is necessary they ought to recommend the opening of a new market somewhere between Yaumati and Taikoktsui."

Mr. Rumjahn: "In consequence of the enforcement of the overcrowding sections, the removal of cubicles and other causes, Mongkok now becomes an attractive residential place for the poor, and as the market in Yaumati is now the only place in the eastern part of the Kowloon peninsula where fish is sold, every inducement should be afforded to the residents, many of whom, I think, are displaced people from this side, in order that that part of the peninsula might develop more rapidly to house our displacement. I am in favour of granting this application."

The PRESIDENT stated that the Colonial Veterinary Surgeon reported that this shop was 500 yards from Yaumati. The population of Mongkok was not very great, and he thought the market at Yaumati could supply the demand.

Mr. RUMJAHN said that Yaumati market was built 15 years ago, and it was inadequate to the needs of the present day. The population had increased four-fold and in comparison the market was very small. Encouragement should be given, he thought, to the displaced people from this side taking up residence in that part of the peninsula.

The REGISTRAR-GENERAL thought that what was really wanted was a market, about the size of the Taikoktsui Market, somewhere beyond Yaumati.

The PRESIDENT said that as the Colonial Veterinary Surgeon stated the market accommodation at Yaumati at present was sufficient

for the districts, he moved that the application be refused.

Colonel WEBB seconded, and the motion was agreed to.

RAT RETURN.

It was reported that during the fortnight ended 4th inst. 1,233 rats were killed.

NEW GOVERNOR OF MACAO.

His Excellency Senhor Martinho de Queiroz Montenegro, his wife, three children and aide-de-camp, Lieut. Christovam Ayres de Magalhaes, arrived from Lisbon by the s.s. *Andam* on the 5th inst. Consul-General A. G. Romano and Vice-Consul J. J. Leira went on board to meet the party and brought them ashore in their launch. The visitors put up at the Hongkong Hotel, but, owing to the weather, were unable to "do" the city. They were seen on board the gun-boat *Diu* on Tuesday morning by the Consul and Vice-Consul, the *Diu* leaving for Macao at 8 a.m. His Excellency will take over the government immediately after landing, preparations having been made for his reception. His Excellency has acted as Governor of Portuguese African Colonies, and has held several diplomatic positions. In appearance he is more like an Englishman than a Southerner and has a thorough sailor-like manner.

It will be remembered that since Governor Novaes left Macao, some months ago, the government has been in the hands of Bishop Joao Paulino, Judge Albano de Magalhaes, and Senhor Alves Branco, the harbour-master. Judge Albano de Magalhaes, by the way, is leaving for Europe via Hongkong by the Canadian Pacific s.s. *Empress of India* on the 20th inst. It is rumoured that the Bishop is leaving Macao on a visit to Singapore. Dr. Alfredo Lello, who was Colonial Secretary in the days of Governor Novaes, and went home on leave, is now on his way out again to take up the position of Colonial Secretary.

NOTES FROM THE BOTANIC GARDENS.

The large bush of *Bougainvillea* on the east of the Gardens has been the subject of much deserved admiration during the last three weeks; the mass of glowing colour could indeed hardly be surpassed either naturally or artificially, and it is to be hoped that the combination of favourable conditions that produced it this year may often recur.

There is a large number of Orchids in flower just now in No. 1 house, including *Celogyne pandurata*, *Cypripedium Ezul* and *Malanopsis schilleriana*. Behind the Orchids in the same house may be seen a flowering specimen of the curious thorny Aroid, *Lasia heterophylla*.

A tree of the beautiful Japanese *Kobushi* (*Magnolia Kobus*) may be seen on the right on leaving this house. The first of its purple flowers are just opening. The heavy scent with which the air in this part of the Gardens is laden comes from its near relative, *Michelia Fuscata*, mentioned in last week's Notes.

While passing through Hongkong the other day on his way to England from the north, Mr. Alfred Crossfield left a fine collection of carefully dried plants that he had brought down with him from Szechuen to be named in the Colonial Herbarium. The duplicates will in many cases form additions to the material already accumulated from the upper Yangtze.

The Navy Estimates include a sum of £58,000 to be spent at Weihaiwei. When the vote was being considered by the House of Commons Mr. Flynn, one of the Nationalist members for Cork, strongly condemned this proposed expenditure on the ground that Weihaiwei is valueless as a naval base. Mr. Walton asked for information as to the item of £8,000 for the dredging of Weihaiwei. Mr. Lee said he had already explained twice the policy of the Government with regard to Weihaiwei. It had been the original intention of the Government to establish Weihaiwei as a fortified port, but later it had been decided to hold it as a British station in China where ships of the Fleet could go in hot weather as a kind of sanatorium.

THE PRAYA RECLAMATION.

As the Praya Reclamation Works have now practically reached completion the Director of Public Works in his annual report gives the following account of their origin and progress:—

The Praya Reclamation Works were initiated by Sir C. P. Chater, and have been carried out under the Praya Reclamation Ordinance, No. 16 of 1889. Prior to the passing of this Ordinance, reclamations of limited extent at West Point in front of the Sailors' Home and the Wharf and Godown Company's property (Marine Lots 95 and 105) were sanctioned, but, as these fell within the limits of the main scheme, they were subsequently carried out in conjunction with it. A considerable quantity of rubble stone for the foundations of the seawall for these reclamations had been deposited before the main scheme was undertaken and, as the new reclamation projected somewhat further into the harbour, it was necessary to widen the mound so formed in order to bring the wall into alignment.

The reclamation extends from the boundary of the Naval Yard Extension westwards to a point opposite Marine Lot 181, a distance of nearly 2 miles, the total area reclaimed from the sea being approximately 65 acres, made up as follows:—

Praya Reclamation under Ordinance No. 16 of 1889	59 acres.
West Point Reclamations	6 ..
Total	65

Of this area 33.73 acres constitute building land, the remainder being occupied by roads and open spaces. An area of 2.21 acres of land outside the boundaries of the actual reclamation and formerly occupied by streets was rendered available for inclusion with building lots.

The total length of new Praya Wall 10,263 feet, made up as follows:—

Praya Reclamation under Ordinance No. 16 of 1889	9,198 ft.
West Point Reclamations	1,065 ..
Total	10,263 ..

In connection with the Praya Reclamation Works the re-construction of Government Piers has also been carried on. So far as this work has progressed, it includes permanent structures for the Nam Pak Hong Pier, Boat-slips opposite the old and new Harbour Offices, Pottinger Street Pier, Blake Pier, Murray Pier, and temporary piers at Ice House Street and Wardley Street. The permanent structures are all of masonry and concrete with the exception of Blake Pier, which is constructed almost entirely of iron.

The total expenditure, up to the 31st December, 1903, on the whole of the above-mentioned works, amounted to \$3,362,325.37, made up as follows:—

Praya Reclamation under Ordinance No. 16 of 1889	\$2,895,831.35
West Point Reclamations	221,378.28
Re-construction of Government Piers	245,115.74
Total	\$3,362,325.37

The estimated cost of the Praya Reclamation alone was \$2,942,916.65; consequently, when all outstanding accounts are paid, a small balance will probably remain to the credit of the scheme, notwithstanding the great increase in the cost of work during recent years, due principally to the drop in exchange from 3/-, at which rate the original estimate was made. The Ordinance provides, however, that the cost per square foot of any particular allotment is not to be fixed at the average cost of the whole Reclamation but at the average cost of the particular Section on which such allotment is situated. It is therefore more than probable that there will be a debit balance on some of the Sections, but it is certain that any such balance will only amount to a small percentage on the original estimated cost. The actual cost in any particular case cannot be exactly stated until revision of the accounts, now in progress, has been completed, and the necessary adjustments have been made between the various sections or between them and the Re-construction of Government Piers.

The actual construction of the Reclamation was commenced in February, 1900; so that

about 14 years have been occupied in its execution. In an outlying part of the Harbour such a reclamation could have been carried out in less than half the time, as it would have been possible to proceed with the entire work simultaneously, but such an arrangement in the case of the Praya Reclamation, which extends throughout the entire frontage of the principal business part of the city, would have caused intolerable inconvenience, and consequently it had to be carried out by degrees. There were also other circumstances which seriously affected the progress of the work.

The original design of the new Praya Wall was prepared when Mr. J. M. Price was at the head of the Public Works Department. Just before the commencement of the Reclamation Works he was succeeded by Mr. S. Brown, who made some fundamental alterations in Mr. Price's design necessitating the employment of special plant, some of which had to be obtained from England. Although the rubble foundations for the Praya Wall were being proceeded with while the special plant was being obtained, a season's low tides were lost, and it may be said that the works suffered a year's delay, at the outset, through the change in design.

The principal feature of the new design for the wall was the substitution of blocks for granite footings, with the view of using the blocks, in the first instance, as temporary weights for loading and consolidating the rubble foundations. This was a slow and expensive process; but it was justified by results. The temporary load caused more or less settlement of the foundations throughout their whole extent, and they generally reached a permanent bearing before the superstructure was commenced. In some instances, however, the settlement became so slow, during the later stage of the application of the load, that the blocks were removed before settlement was quite complete, and in building the superstructure an allowance for further settlement was made. In other instances the foundations suddenly collapsed, under the temporary load and, when this happened, the blocks had to be picked up with the aid of divers, the rubble foundations made good, and the temporary load replaced. Had the temporary loading of the foundations been dispensed with, it appears likely that several lengths of wall, probably after being finished to coping level, and backed up with earth, would have collapsed, and had to be rebuilt at great trouble and expense.

Another cause of delay was the period of severe depression and scarcity of money which was experienced in 1892, when doubts arose as to whether the Marine Lot-owners could fulfil their obligations in providing the funds necessary for the completion of the authorised works. The letting of new contracts was postponed until it was decided that the scheme was to be gone on with and carried to completion, and, before this decision was arrived at, a season's low tides were lost, causing practically a year's delay.

According to the original programme, the Reclamation was to be commenced simultaneously at both ends, and the works were to be carried on until they met in the middle; but owing to the refusal of the Lot-owners on Section No. 1w to come into the scheme, that portion of the Reclamation was not taken in hand until 1898. In carrying it out, the rubble foundations of the sea wall subsided repeatedly, and caused more trouble and delay than any other equal length of foundations.

Owing, however, to delays on the part of the contractor for Section No. 6w, Mr. Tsang Keng, work on section No. 1w was completed practically simultaneously with it.

Much of the work performed on the Reclamation is invisible, the foundations of the Praya Wall extending down through water and mud to the hard ground. This means that the depth of the wall and rubble mound, from the top of the coping to the bottom of the foundations, varies from 27 to 80 feet. In addition to being extended out to the new Praya Wall, the Storm-Water Drains had to be reconstructed from the old Praya Wall backwards, for distances varying from 100 to 1,450 feet. The aggregate of the areas of the Reclamations outside the old Praya Wall has already been given as 65 acres, but the whole surface of the old Praya had to be raised, and

portions of the surfaces of the adjoining streets. Thus the total area dealt with was 80 acres, and the total weight of material used in the works may be put at something like 3,500,000 tons.

When it is mentioned that the cost of the entire work per square foot of building land has amounted to about \$2 to \$3, and that portions of the land in the western and central districts have realised \$8.78 and \$20.00 per square foot, respectively, there can be no question as to the success of the scheme from a financial point of view. The scheme has also been of great benefit in providing new and wide thoroughfares throughout the principal portion of the City and in affording accommodation for the great development which has occurred in the trade and population of the Colony. In addition to the sum expended upon the Reclamation itself, a large sum, probably about \$4,000,000, has been spent in the erection of buildings on it.

TRADE OF THE PHILIPPINES.

The Manila Chamber of Commerce has just issued its formal report for the year just past, 1903, and the document contains a great deal of very interesting statistical matter. In the introduction to the figures given in the report is a general summary of the commercial events of importance during the year, and special attention is called to the extraordinary meetings of the Chamber and its committees for various purposes, chief among which were certain revisions of the tariff and customs schedules, the protest against the famous Shuster-Niederlein fiasco by which the Government forwarded to Washington figures and samples taken bodily from the customs offices, and matters of a similar nature. The alien contract labour law comes in for a place among the records of the Chamber, as do also Brewster Cameron and the proposed grading of the tariff by the local government.

In proof of the statements made at various times that the sugar trade of the islands was changed by the present tariff schedules from a flourishing industry of great importance to a feeble and weakling business of barely sufficient life to sustain itself, the figures cited in the report are illuminating. The table showing the sugar exports gives the following, in piculs: 1903, which was the best year since 1891, 4,186,982; 1896, the year of the beginning of the insurrection against Spain, 3,671,024; 1897, 3,232,010; 1898, the year of the American invasion and permanent occupation, 2,859,661; 1899, 1,499,854; 1900, 996,827; 1901, 886,353; 1902, 1,473,160; 1903, 1,432,953. In the past year Manila has shipped out only 5,204 piculs, as against infinitely larger amounts in former years. Of the three great sugar-ports of other days, Manila, Iloilo, and Cebu, Iloilo has been, since 1898, far ahead of the others, but even its figures are not what they used to be. On the contrary, the sugar trade has almost gone to pieces, and little hope is expressed by the merchants for its rejuvenation and upbuilding, so long as the present system of running affairs obtains. During the past year only two divisions of the sugar were made, one lot of 540,880 piculs going to America and Canada, and the other, of 892,073, to China and Japan ports, where in former years Great Britain, the European continent, and California were heavy importers of the sweet stuff.

The situation in copra is more hopeful, for a gain has been shown, and the 1,261,985 piculs exported last year were about 550,000 piculs greater than during the previous year. The copra, however, has fluctuated before, and the statistics show that in one year only has Iloilo contributed toward swelling the total of the exports of that valuable commodity, with the result that the report is not so thoroughly representative as might be wished. The figures for the years preceding 1902 show both gains and losses, the figures for different years differing widely in most cases.

This same statement applies with equal force to the leaf-tobacco export figures, the amounts being given in quintals, and showing that the tobacco goes to the United States now in some quantity as well as to foreign countries and China. In 1898, when the American influence was first felt, the exports for the year fell far below those of the previous twelve months, being

175,170 for 1898, as against 316,712 for 1897. Then came more fluctuations, and the figures for the years following, right up to the close of the last fiscal year, 1903, 183,999.

In years previous to the occupation, the United States got only eight quintals of the native tobacco between 1892 and 1896 inclusive. In 1897 none was sent. The next year saw a change, and 312 quintals went to America in 1898. Three years then elapsed before any more was sent, but in 1901 fifty-three quintals went across the Pacific, followed by 1,138 in 1902 and by eighty-eight more last year, a total since the occupation of about 1,591 quintals.

One of the most interesting sets of tables in the entire report is that which discloses the complete statistics for the receipts and exports of hemp in Manila from the year 1861 to the close of business in 1903, each hemp-producing province being given its due place in the table.—*Manila Cablenews.*

FRONTIER NOTES.

FROM A CORRESPONDENT.

Wednesday, 6th April.

CUSTOMS PROMOTIONS, ETC.

Mr. Arlington, Kaichung, has been promoted Examiner and transferred to Soochow. Messrs. Husted and Xavier have been promoted Assistant Examiners and transferred to Canton. Mr. Adamson has been promoted Assistant Examiner at Taishan, and Mr. Sachau Assistant Examiner at Kai-chung. Mr. Chubb, in charge of Sham-chun, has been promoted to 1st class Tidewater. Mr. Pawelka, in charge of Lofong, to 2nd class Tidewater. It is probable that other transfers will take place along the Frontier shortly.

AGRICULTURE.

Peanuts have been planted the last week and also some cane. The farmers are mostly occupied in preparing the paddy fields, but no paddy has been planted as yet.

THE VEGETABLE FARM.

The New Territory Cultivation Company are not so active since Mr. F. Bishop (who lately took over the management of Connaught Hotel) gave over charge to a Chinaman. Lots of splendid vegetables, cabbage mostly, are simply going waste, the Chinese employees not caring. It is a pity the proprietors could not send some energetic European out. The soil has been got in fair order and ought to pay. The soil all around is generally favourable to the growth of most European vegetables. I saw a tomato the other day grown in a private garden which weighed 17 ounces. It was grown from Henderson's "Ponderosa" seed.

CANTON.

FROM OUR OWN CORRESPONDENT.

Canton, 30th March.

SHUM EFFECTING REFORMS.

The Viceroy's policy from the beginning has been to weed out old, inefficient, or dishonest officials, and to put his favourites in their places. Thus the Pan-yü magistrate has recently been changed, and now it is announced that a new Namhoi, Fu-yee-mui, is to arrive shortly. Canton and its neighbourhood are divided between these two magistracies, and it is important that good men should be placed in such responsible positions.

DRASTIC MEASURES TO BE ENFORCED.

The Pun-Yu magistrate departed last week for the district of Tai-pau-hoh, to the East, where there has of late been a disturbance. He will probably restore order with a heavy hand. The prisoners taken on these judicial expeditions are brought back to Canton, where they are either summarily executed, or languish in gaol until one of the periodical "cleanings-out," when many criminals are beheaded.

Taotai Li Chun, who is in command of the river guard-boats, has been sent on an important commission to the North River district. A Triad chief named Li-pak-hoi has for long caused trouble, and he is now considered important enough to have an expedition fitted out against him. I hear that the Triads both north and south of the West

River near Samshui and in all the North River district, are very powerful, and if allowed to go on unchecked, might become a source of danger to the Government.

SMUGGLING ARMS.

Of late it has been discovered that arms are smuggled up the West River in ordinary cargo boats. They are concealed in such cargoes as straw, empty firewood boxes, and night-soil. For how long this trade has been going on it is impossible to say, but of late two such boats have been captured by Chinese gunboats.

THE FIRE AND TAXATION.

The fire at Tong Yu Lan (opposite Shameen) has afforded an excellent occasion to the authorities for levying taxes. Ten of the *mai ons-de-joie* which were then destroyed proved to have been sealed up by official order shortly before the fire. Permission has now been granted to the proprietors to rebuild these houses on payment of 6000 taels.

2nd April.

INDIAN WATCHMAN MURDERED.

On Wednesday information was received in Canton that an Indian watchman employed by American China Development Company had been murdered at Sainam, some miles beyond Canton. The murderer, another Indian, had blown off the back of his companion's head and then decamped. Doctor Shelby, the Railway surgeon, promptly proceeded to the scene, and the British Vice-Consul also went up, as the parties concerned were British subjects. I hear to-day that the murderer has been arrested in Hongkong. His arrest was, of course, only a matter of time. He could not hope to escape permanently.

FATAL JUNK ACCIDENT.

Yesterday morning a sad affair occurred two or three miles below Canton—at Shan-ho-hau, where a small stream joins the Pearl River. A large passenger junk containing a load of 60 people capsized, and although the shore was not far distant, 15 were drowned. These accidents are lamentably frequent, and seem always to be attended with heavy loss of life. The passage boats are always crowded to their full capacity, making the simile of "packed tight as herrings" not inapt with reference to them. This overcrowding is, I believe, not unheard of in Hongkong.

MISCELLANEOUS.

The ferry-boats (*Guiding Star* and *Morning Star*, late of Hongkong, and now in use here, are extensively patronised by the Chinese. They plied at first between the railway terminus and the China Merchants' Wharf, near the Custom House, but their terminus is now at the bund, some distance below, and more convenient for traffic. The bund is making rapid progress. Large stones are being dumped off the foreshore, and when they rise above the surface sand is laid over them, while piles are driven in at intervals. The new ice company's premises will, it is said, be situated on the bund, which now reaches as far down as the new Medical College.

[FROM THE "CHUNG NGOI SAN PO."]

FOREIGN DRILL FOR CHINESE SOLDIERS.

It is reported that Viceroy Shum is arranging for 40,000 robust young soldiers from the garrisons of various provinces to be instructed in foreign military drill under his personal supervision. They will be paid high wages and armed with guns of the latest pattern. If war breaks out between Russia and China it is the Viceroy's intention to march with the soldiers to the North and to take the field himself. He has already ordered six thousand soldiers from the province of Shensi to be sent to Kwangtung.

A POLICE FORCE FOR CANTON.

Viceroy Shum has issued orders for the formation of a police force in Saikwan, Canton, the organisation to be similar to that of the Hongkong force. The head office is to be established in Chau-Tong-Nam, the scene of the late big fire, and thirteen stations are to be built in different parts of Saikwan. The force will comprise 1,300, who are to be selected from the different garrisons.

Mr. William Cowan, the Protector of Chinese at Ipoh, will, it is reported, leave the Straits for twelve months to act as Chinese Immigration Agent on behalf of the Transvaal Government on the China coast.

AMOY.

[FROM OUR OWN CORRESPONDENT.]

Amoy, 31st March.

MASONIC DANCE.

A most enjoyable dance was given by the Masonic Brethren of Amoy on Tuesday, the 22nd instant. The decorations of the Masonic Hall were very effective and appropriate, whilst enthusiasts found the floor all that could be desired. Interest was added to the proceedings by our hosts appearing in Masonic regalia, and to the uninitiated this was doubtless a very useful means of identification as well as a picturesque addition to the colour of the scene. Dancing was kept up with zest till the small hours, and the members of the Fraternity are to be congratulated on the good fortune which attended their efforts to make the dance a thorough success. Some time had been allowed to elapse since similar festivities had been held in the Masonic Hall, although it is admirably adapted for such social purposes, and it is hoped that in the future there may be more opportunities for making use of it.

FLOWER SHOWS.

Owing to the very early season the date of the forthcoming Flower Show has been altered to 5th prox. Considerable keenness is manifested by intending competitors, who would like to see a little fine weather now and again; but after the climatic conditions of a month past it would seem too much to hope for any early change. This show is the third that has been held in Kulangsu during the space of about 12 months, and these endeavours to beautify the gardens of Kulangsu have been attended with much success. Visitors to the island are generally struck with the rocky and rather barren appearance it presents, but this is being altered rapidly. The flower shows are a step in the right direction, and there is an afforestation scheme existing, so that no doubt in a few years we shall see a decided improvement on present conditions.

CONSULAR AFFAIRS.

Dr. Merz, Consul for Germany, has left for Sinanfu, proceeding to his destination via Peking; it is not yet known here for certain whether he will be appointed to Sinanfu permanently or not. Mr. B. Hempel is Acting German Consul here in his absence.

PRESENTATION.

A movement is on foot among the games-loving portion of our community to present a testimonial to Mr. W. H. Wallace, of the Hongkong and Shanghai Bank, who is going home on leave, his successor, Mr. Wright, having already arrived here. Mr. Wallace has always taken a keen interest in the welfare of the Lawn Tennis and Cricket Club, of which institution he was Hon. Secretary. Votaries of lawn tennis and other outdoor games, who are indebted to him for organising many competitions, the life and soul of all outdoor sports, wish to give him some tangible proof of their appreciation of his efforts in a good cause.

NAVAL MATTERS.

S.M.S. *Luchs* arrived yesterday, very opportunely for the "Bachelors of Amoy," who, by the courtesy of Capt. Kröncke, are enabled to secure the services of her band for a dance which they are giving in the Club Theatre on the 4th prox.

FOOCHOW.

[FROM OUR OWN CORRESPONDENT]

Foochow, 31st March.

FOOCHOW RACES.

We have been favoured with dry and fine weather for our Spring meeting, which took place on Wednesday and Thursday, 23rd and 24th inst. Though the entries were small there were some really fine races. It was a pity that Mr. Reynell could find no jockey to take out *Frolic* for the Champions. As it was, the last ½ of a mile was a fine match between Mr. Min's *Adrian* and Mr. Stella's *Alkoer*, the latter being the champion at the previous winter meeting, resulting in a close win for *Adrian*, Mr. J. C. Oswald up. This gentleman created a record by taking first place in the last five races. Even with such small fields we should have again been badly off for jockeys but for the services of Mr. D. R. Crawford, the well-known Shanghai jockey, and Mr. Gordon Mackie, of Hongkong.

SUPREME COURT.

Tuesday, 5th April.

BEFORE MR. T. SERCOMBE SMITH (ACTING
PUISNE JUDGE).

IN SUMMARY JURISDICTION.

ALLEGED BREACH OF AGREEMENT.

Fung Wai Shan, of No. 123, Des Voeux Road West (plaintiff), and the Tak On Insurance Exchange and Loan Co., Ltd. (defendant). The plaintiff claimed \$1,000 damages for breach of an agreement in writing whereby the defendant company for a consideration agreed to pay the plaintiff the sum of \$200 per annum for his life; and the plaintiff claimed the costs of suit. Mr. J. Hastings (solicitor), appeared for the plaintiff, and Mr. Stevenson (solicitor), of Messrs. Deacon, Looker, and Deacon, for the defendant company. Mr. Hastings said that the company was registered in June, 1903, prior to which Kwok Chu Kwan and Sit Chi Nam, who were afterwards appointed the permanent secretaries of the company, approached plaintiff requesting him to obtain shareholders on payment of \$100 per annum in perpetuity for each person whom he got to subscribe \$40,000. He agreed to act, and was successful in obtaining two persons to subscribe for shares and defendant company agreed to pay him \$200 perpetually. This year, however, the directors wrote him to the effect that as the business was greatly decreasing and there being fears of it not being able to be continued much longer if he had a better situation to take up he was at liberty to go. That letter in no way affected the agreement, and Mr. Hastings contended that plaintiff was entitled to regard it as being effective during the whole of his life. In such case damages should be such of would purchase him an annuity of \$200 per annum for life, and it would be seen that the amount claimed was very small indeed.

Mr. Stevenson maintained that in view of the fact that the shares in question were not taken up, the agreement was bad for want of proper consideration.

Evidence was taken.

His Honour reserved judgment.

Wednesday, 6th April.

IN SUMMARY JURISDICTION

BEFORE HIS HONOUR T. SERCOMBE SMITH
(ACTING PUISNE JUDGE).

Sham Yin Nam and Lo Fung Lan, who have been carrying on business under a partnership styled "Lun Cheong Tai timber-dealers," sued Mak Ping, shroff of Mr. M. J. D. Stephens, of Bank Buildings, for \$440.26 guaranteed for goods sold by the Sunn Sam Kee firm; and they sued for costs. Mr. O. D. Thomson, solicitor, appeared for the plaintiffs, and Mr. Almada e Castro, solicitor, for the defendant.

Mr. Thomson said that on the 15th of August, 1901, a guarantee had been made. When translated the guarantee read:—"Mr. Mak Ping acknowledges the debt due from the Sun Sam Kee for goods bought to the amount of \$790.76." \$350 of this was paid on the 7th February, 1902, but the balance was still due.

Mr. Almada e Castro said that the defendants had not given a guarantee, but only acknowledged the debt incurred by goods supplied to the Sun Sam Kee.

Judgment was given for the plaintiffs with costs, except such costs as could be shown to have been incurred by the negligence of the plaintiffs to appear on the first occasion that the case came on for hearing.

P. LEMAIRE & CO. V. THE SAN LOONG FIRM.

P. Lemaire & Co., No. 15, Queen's Road Central, sued the San Loong Firm, No. 169, Wing Lok Street, for \$635, being the balance due for goods sold and delivered:—

24th June, 1903. By 50 cases	
tin-plates at \$7 per case	\$350
10th July. By 50 cases tin-plates	
at \$7.70 per case	385

Total	\$735
Received on account	100

Balance due... \$635

Mr. F. Paget Hett, solicitor, of the firm of Mr. Geo. K. Hall Brutton, appeared for the plaintiff firm, and Mr. P. W. Goldring (solicitor), of Mr. J. Hastings's office, for the defendants.

Mr. Paget Hett said that the plaintiffs sued for \$635 balance for goods sold on 24th June and 10th July. The defendant firm had paid \$285 into court admitted to be due on account of the second contract. The point at issue was: Was the \$100 paid on the first or second issue?

Mr. Hett said that Ho Y Hing, managing partner of the San Loong Firm, came to the plaintiffs and said he had to fulfil the contract for 50 cases of tin-plates. The plaintiffs had helped them out by lending them the plates. The plaintiffs had applied for the return of the tin-plates, but the defendants said they could not do so then, but hoped to be able to do so soon. Later they said they were unable to return the plates, but were willing to pay \$7 per case, \$7 being the agreed price. This was arranged, and Ho Y Hing paid \$100 on account. On the 10th of July the San Loong entered into a contract which was admitted, and it was on account of this contract that the defendants alleged the \$100 was paid.

Evidence was taken.

His Lordship gave judgment for the plaintiffs with costs.

Thursday, 7th April.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SERCOMBE SMITH
(ACTING PUISNE JUDGE).

CLAIM FOR GOODS SOLD.

The I Lung Wo Ki firm sued the Tsang Ting Ki firm for \$254.93, being balance due for goods sold and delivered. Mr. O. D. Thomson, solicitor, appeared for the plaintiffs, and Mr. E. J. Grist, of Messrs. Wilkinson & Grist, solicitors, for the defendant.

Mr. Thomson stated that the case had been up before Mr. Justice Wise, who had granted an adjournment to permit of a possible settlement. There had been no settlement. Defendants admitted \$51.20, which they had paid into Court. The question was whether the party who ordered some of these goods had a right to order them on behalf of the firm. There were two partners in the firm at the time the goods were supplied, Chan Kau and Chan Ying. Sometimes one ordered the goods and sometimes the other. About the beginning of December the partnership had been dissolved. Chan Ying went to plaintiffs' shop and requested them to make out two bills, one against himself and one against Chan Kau, for the goods supplied. This was done. Since that date Chan Kau had absconded, and Chan Ying was now sole partner. There was no doubt that two chops were used in ordering these goods; the point for decision would be whether those issued by Chan Kau were binding upon the firm.

The defence was that there had been no proof adduced that the goods in question had been supplied to the defendant firm, and if they had been supplied to Chan Kau the firm was not liable.

After hearing evidence.

His Lordship gave judgment for the defendants on the case with costs, and judgment for the plaintiffs for \$51.20, with costs up till the time of that sum having been paid into Court.

LICENSING COURT.

Four of the Justices, Messrs. J. H. Kemp (presiding), F. J. Badeley, C. D. Melbourne, and Ahmet Rumjahn, at a meeting held on the 5th inst. further considered the application made a week ago for the transfer of the Connaught House liquor licence. Mr. P. W. Goldring (solicitor), from the office of Mr. J. Hastings, appeared for the hotel proprietor, and Mr. G. K. H. Brutton (solicitor), appeared for Mr. Clark, the late manager, who opposed the transference of the licence to Mr. Bishop.

Mr. Goldring said he understood that, on the 1st inst. Mr. Clark left the Connaught House Hotel and took his clothes and possessions therefrom, thereby breaking a condition of the licence. On two nights he slept on the premises, returning one night at 2.30

a.m., and on the other night at 3.30 a.m. He had not taken any part in the management of the Connaught House since the 1st inst., and had not interfered with Mr. Bishop, who had assumed the management from that date. Mr. Clark was legally dismissed, and could take proceedings against the hotel if he thought fit. After his dismissal he had slept at night in the room of a man who was away. The guest had chosen to give him the use of his room, but he had no interest in the affairs of the hotel. Mr. Goldring asked the justices to grant a licence to Mr. Bishop; there was nothing against granting two licences.

Mr. Brutton said that the hotel licence had eight months to run. Mr. Clark was the only person they had to consider as representing the owner, proprietor, and licensee of the hotel. Mr. Clark refused to consent to the transfer of the licence to Mr. Bishop, and they could not grant two licences to the same premises. If there was an offence who would be held responsible? There had been some dispute between the proprietor of the hotel and Mr. Clark. If they granted a second licence they would judge between the proprietor on the one hand and the licensee on the other. The proprietor had got himself into this fix, and he had to get out of it; the proprietor should have had a proper agreement. The existing licence was a contract between the Government and Mr. Clark, for 12 months, and Mr. Clark was the only man known to them.

After some further discussion the matter was considered in private, the Justices finally deciding to allow a second licence.

CAMPBELL, MOORE AND CO., LD.

ORDINARY MEETING.

The eighteenth ordinary meeting of shareholders in Campbell, Moore & Co., Ltd., was held at noon on the 31st ult. at the Company's office, No. 29, Queen's Road Central. Mr. J. W. Osborne (chairman) presided, and there were also present Messrs. V. P. Musso di Peralta (director), G. H. Potts, Murray Bain, G. Badola, A. O'D. Gourdin, H. P. Madar, and M. A. A. Souza. The notice calling the meeting having been read.

The CHAIRMAN said—Gentlemen,—The report and accounts have been in your hands for some time now, and with your permission I will take them as read. As everything is dealt with in the report and accounts as sent forth by the secretary of the company, I do not think there is anything I can say improving on what has been said already. I can say for the benefit of the shareholders that the business of the company so far this year is in a perfectly healthy condition, and we hope it will continue, and we hope we will be able to present you as good a report next year as we present you with now.

Mr. MURRAY BAIN seconded, and the motion was agreed to.

Mr. MUSSO moved the re-election of Mr. A. O'D. Gourdin as auditor.

Mr. POTTS seconded, and the motion agreed to. This was all the business.

GREEN ISLAND CEMENT CO., LD.

ORDINARY GENERAL MEETING.

The 15th ordinary general meeting of the above company was held at the office of the General Managers, Des Voeux Road, at 11.30 on the 6th instant. There were present Mr. C. A. Tomes (chairman), Dr. J. W. Noble, Hon. C. W. Dickson, Messrs. C. Klink, T. Hough, Fung Wa Chun, R. Hancock, J. R. Michael, S. J. Michael, A. Babington, G. Murray Bain, E. A. Hewett, D. Haskell, E. S. Joseph, and N. H. Rutherford (secretary).

The SECRETARY read having the notice convening the meeting.

The CHAIRMAN said—Gentlemen,—Unless there is any objection we shall take the report as read. The past year is the best in the history of the Company, and we hope it is only the forerunner of many of like character. The quantity of cement turned out is about 33 per cent. greater than in 1902, and the limit of capacity of the present establishments has been nearly reached. One new kiln is under construction in Macao, and some new grinding machinery being installed to make a complete and well-balanced factory there, and when this work is all finished,—and it is estimated it will be

at the end of the present year,—the production will be increased by about 4,500 tons per annum. At Hok Un it has been discovered that with the experience gained in firing, etc., the kilns turn out a greater quantity of clinker than was estimated, and more than the mills can grind, and it is purposed to erect more grinding plant, and secure an increase of 6,000 tons here. From the two establishments we shall get therefore about 60,000 barrels per annum more, and no difficulty is anticipated in selling this extra quantity, as the present sales keep pace with all that is manufactured. The high quality of the cement has been well maintained, and its excellence is appreciated wherever it goes. Consumption has increased, especially locally, the several large engineering undertakings at present under way in the Colony absorbing a good percentage of the output. These undertakings will be completed in time, but new ones will no doubt arise in their place as we need not contemplate any failure on the part of Hongkong to continue its progress, and the vitality of a port nowadays is well estimated by its ability to absorb cement. The anxious feeling we had about supplies of limestone has now disappeared in the face of the quantity brought down from the country last summer, and at the beginning of this last dry season there was nearly a ten months' stock on our hands. We must aim to constantly keep that quantity in sight. The brick and pipe works at Deep Water Bay have been improved, and the output is larger and better. The plant is yet, however, inadequate to supply the demands of the Public Works Department, and many orders go past us to the factories at home. The Company's overdraft at the bank is a large one, but as we are doing so well we think it justifiable to pay the proposed dividend, especially as ample provision has been made for depreciation. The overdraft to-day stands at about \$350,000. Before proposing the adoption of the report and accounts I shall be pleased to answer any questions.

There being no questions, I beg to propose the adoption of the report and accounts as presented.

Mr. J. R. MICHAEL:—I beg to second.

Carried unanimously.

Mr. T. F. HOUGH:—Mr. Chairman, I have much pleasure in proposing that Sir Paul Chater, Mr. C. W. Dickson, and Dr. J. W. Noble be re-elected on the Consulting Committee.

Mr. C. KLINCK:—I beg to second.

Carried unanimously.

Mr. MURRAY BAIN:—Mr. Chairman, I beg to propose that Mr. T. Arnold and Mr. W. H. Potts be re-elected as auditors.

Mr. D. HASKELL:—I beg to second.

Carried unanimously.

The CHAIRMAN:—That is all the business. Dividend warrants will be ready this afternoon. Thank you for your attendance.

YOKOHAMA SPECIE BANK, LD.

The following is the forty-eighth report of the Yokohama Specie Bank, Ltd. (Yokohama Shokin Ginko), presented to the shareholders at the half-yearly ordinary general meeting, held at the head office, Yokohama, on the 10th March:—

The gross profits of the Bank for the past half-year, including yen 555,245.551 brought forward from last account, amount to yen 7,215,219.721, of which yen 5,597,551.837 have been deducted for current expenses, interests, &c., leaving a balance of yen 1,617,667.884.

The directors now propose that yen 110,000,000 be added to the reserve fund, raising it to yen 9,200,000,000. From the remainder the directors recommend a dividend at the rate of twelve per cent. per annum, which will absorb yen 720,000,000 on old shares and yen 360,000,000 on new shares, making a total of yen 1,080,000,000. The balance, yen 427,667.884, will be carried forward to the credit of next account.

NAGATANE SOMA, Chairman.

Head Office, Yokohama, 10th March, 1904.

BALANCE-SHEET, 31st December, 1903.

LIABILITIES.		Yen.
Capital paid up	18,000,000,000	
Reserve fund	9,210,000,000	
Reserve for doubtful debts	369,609,690	

Reserve for depreciation of Bank's premises, properties, furniture, &c.	607,345,000
Reserve for silver funds	400,000,000
Deposits (current, fixed, &c.)	72,871,851,656
Bills payable, bills re-discounted, acceptances, and other sums due by the Bank	118,119,466,204
Dividends unclaimed	4,897,520
Amount brought forward from last account	555,245,551
Net profit for the past half-year	1,062,422,333
	Yen 221,200,837,954

ASSETS.		Yen.	Yen.
Cash account:			
In hand	5,110,030,310		
At bankers	5,316,010,860		
Investments in public securities	10,456,041,170		
Bills discounted, loans, advances, &c.	22,113,466,081		
Bills receivable and other sums due to the Bank	61,092,455,10		
Bullion and foreign money	122,242,316,184		
Bank's premises, properties, furniture, &c.	5,067,622,1		
	1,775,883,19		
	Yen 221,200,837,954		

PROFIT AND LOSS ACCOUNT.

To current expenses, interests, &c.	Yen. 5,597,551.837
To reserve fund	110,000,000
To dividend—yen 6,000 per share for 120,000 old shares	yen 720,000,000
and yen 3,000 per share for 12,000 new shares	yen 360,000,000
To balance carried forward to next account	427,667.884
	Yen 7,215,219.721

By balance brought forward 30th June, 1903	Yen. 555,245.551
By amount of gross profits for the half-year ending 31st December, 1903	6,659,974.170
	Yen 7,215,219.721

V.R.C. ATHLETIC SPORTS.

THE SECOND DAY.

The Victoria Recreation Club's athletic meeting was concluded at the Football Club ground, Happy Valley, on the 4th instant the weather being simply horrible. Rain fell in torrents, so that practically the only spectators were those who had tickets for the stand. Owing to the ground being so heavy times in many events did not come up to expectations. This was the seventh athletic meeting of the Club, and, as usual, was held under A.A.A. rules. Some of the events were open to amateurs who are members or visitors of the Hongkong Club, Club Germania, Lusitano, Cricket, Taikoo, Bowling, Hongkong Boat and Victoria Recreation Clubs, and also to officers of H. M. Navy and Army. The patrons were:—His Excellency Mr. F. H. May, C.M.G., His Excellency Major-General Villiers Hatton, C.B., His Excellency Vice-Admiral Sir Gerard Noel, and Commodore C. G. Dicken, R.N.; Committee, Messrs. Arthur Chapman (Chairman), W. Armstrong, W. S. Bailey, G. A. Caldwell, W. A. Crake, E. M. Hazeland, F. G. Humphreys, Thos. Meek, E. W. Mitchell, and A. Rodger. Judges, Mr. W. Armstrong, Lieut. J. P. Shipton, R.N., Mr. E. W. Mitchell, Lieut. Macdonald, R.G.A., and Mr. A. Rodger. Handicappers, Mr. T. Meek, Mr. F. W. White, Dr. F. H. Kew, and Lieut. Macdonald, R.G.A. Clerks of the Course, Messrs F. Lammert, W. A. Crake, R. H. B. Mitchell, and T. Meek. Starters, Messrs G. A. Caldwell and E. M. Hazeland. Time Keeper, Mr. R. H. Stephenson. Lap Scorers, Messrs. F. W. White and C. E. A. Hance. Hon. Treasurer, Mr. R. H. B. Mitchell. Actg. Hon. Secretary, Mr. Harold C. Austen. Mr. J. Lesbirel, too, was very hard worked. The band of the 110th Mahratta Light Infantry played the following selections:—

March	"Frangesa"	Sousa.
Selection	"Country Girl"	Monckton.
Walse	"Toreador"	Royle.
Selection	"Barrack Room Ballads"	Gerard Cobb.
Overture	"Bauer and Dichter"	Suppe.
Serenata	"Love in Idleness"	Macbeth.
Cake Walk	"Jolly Negroes"	Berger.
Walse	"Venetian Boat Song"	Bucalossi.
Selection	"La Poupee"	Andran.
Selection	"Musical Comedy"	Kitty Grey.

Results were as follows:—

LONG JUMP (Three tries).—First Prize presented by Messrs. David Sassoon, Sons & Co.; Second Prize presented. R. Hancock (17 ft. 9 in.), first; H. Arthur (17 ft. 7 in.), second; J. Witchell (17 ft. 4 in.), third.

THROWING THE CRICKET BALL (Three tries).—First Prize presented by Hongkong Cricket Club; Second Prize presented. R. Hancock (92½ yds.), first; N. H. Rutherford (90½ yds.), second.

HIGH JUMP (Three tries).—First Prize presented by Mr. T. P. Cochrane; Second Prize presented. J. Witchell (5 ft. 0½ in.), first; L. C. Rees (4 ft. 11½ in.), second.

120 YARDS FLAT RACE (Handicap).—First prize presented by Mr. J. R. M. Smith; Second prize presented.

First Heat:—E. R. Herton, 1; R. Pestonji, 2.

Second Heat:—H. D. Bell, 1; J. P. Jordan, 2.

Third Heat:—J. H. A. Hance, 1; H. C. Austen, 2.

Fourth Heat:—W. T. Andrews, 1; H. Hancock, 2.

Final:—R. Pestonji (13 3/5 secs.), first; J. H. R. Hance, second.

BICYCLE RACE.—One mile handicap. Start in saddle.—First prize presented; Second prize presented. Austen (2 min. 45 3/5 secs.), first; Witchell, second; Forbes, third.

100 YARDS FLAT RACE (Challenge Cup).—Presented by Dr. F. H. Kew. To be won three years before becoming the property of a Competitor. First prize presented by the China Sugar Refinery Club; second presented.

First Heat:—E. R. Herton, 1; A. J. V. Ribeiro, 2.

Second Heat:—J. P. Jordan, 1; N. H. Rutherford, 2.

Third Heat:—H. Hancock, 1; J. H. A. Hance, 2.

Final:—Jordan (11 1/5 secs.), first; Hancock, second; Hance, third.

TUG OF WAR.—Open to Non-Commissioned Officers and men of Army and Police (Indian). Each Regiment or Corps may enter one team only; 8 men a side.

The 80th Co. R.G.A. beat H.M.S. *Cressy*, pulling the latter over twice in three tugs.

In a Native Tug of War, between two teams of the H.K.S.B.R.A., M. Bux's team was victorious.

BICYCLE RACE (Two miles Handicap, start in saddle).—First prize presented by Mr. W. Farmer; second prize by Mr. F. W. White; third prize presented. H. C. Austen (5 min. 45 secs.), first; Witchell, second.

HALF MILE FLAT RACE (Scratch).—First and second prizes presented by the Taikoo Club. A. Humphreys (2 min. 12 3/5 secs.), first; J. J. Watson, second.

120 YARDS HURDLE RACE (10 flights).—Previous Winners at Hongkong or elsewhere to be penalised 2½ yards. First prize presented by Mr. A. Denison; second prize presented by Mr. W. A. Crake.

First Heat:—E. F. Aucott, 1; W. T. Andrews, 2.

Second Heat:—H. Hancock, 1; J. H. Witchell, 2.

Third Heat:—E. R. Herton, 1; D. A. Menecal, 2.

Fourth Heat:—J. P. Jordan, 1; N. H. Rutherford, 2.

Semi-final:—H. Hancock, 1; J. H. Witchell 2

Semi-final:—N. H. Rutherford, 1; J. P. Jordan, 2.

Final:—H. Hancock, 1; J. P. Jordan, 2.

220 YARDS FLAT RACE (Handicap).—First Prize presented by Commodore C. G. Dicken, R.N.; second prize presented by Mr. W. Armstrong.

First Heat:—A. J. V. Ribeiro, 1; J. H. A. Hance and A. Marti, dead heat for second.

Second Heat:—F. K. Tata, 1; A. Loureiro, 2; J. P. Jordan and H. P. Wippell, dead heat for third.

Third Heat:—C. T. Cooke, 1; E. F. Aucott, 2; W. T. Andrews, 3.

Final:—F. K. Tata (25 2/5 secs), 1; H. P. Wippell, 2.

THREE-LEGGED RACE.—(100 yards).—First prize presented by Mr. Hart Buck; second prize presented.

A. J. V. Ribeiro and A. V. Barros won this. **TUG-OF-WAR**.—Open to Non-Commissioned Officers and Men of Navy, Army and Police. Prizes presented.

The 78th Co. R.G.A. carried honours.
SACK RACE (30 Yards).—First Prize presented by C. A. Tomes, second prize presented. R. Basa, 1; F. W. White, 2.

ONE MILE FLAT RACE (Handicap).—First prize presented by H. E. Major-General Sir Villiers Hatton, C.B.; second prize presented. Ward—the name does not appear in the entries—1; E. Humphreys, 2.

120 YARDS VETERANS' RACE (Handicap).—Competitors to be over 35 years of age and not less than 10 years residence in India, China, or the tropics; 1½ yards start to be given for each year over 35 years of age. First prize presented by Hon. Sir C. P. Chater, C.M.G., second prize presented. A. Rodger (14 1/5 secs.), 1; C. Pinckney, 2.

BOYS' RACE, 440 YARDS (Handicap).—Post entries before 2 p.m. open to all boys over 12 and under 16. Handicap at the post, age to be stated on entry. First and second prizes presented by Mr. R. H. B. Mitchell.

Magud, 1; Juman, 2.

BICYCLE RACE, Three Miles (Handicap).—Start in saddle. First prize presented by H. E. Mr. May, C.M.G.; second prize presented by Messrs. G. Falconer & Co. H. C. Austen (9 min. 13 3/5 secs.), 1; R. C. Witchell, 2.

CONSOLATION RACE (120 yards).—Open to all Competitors except post entries. Prize presented by Mr. E. M. Hazeland. Chambers (2 min. 16 1/5 secs.), 1; Stewart, 2; Fowles, 3.

440 YARDS FLAT RACE (Challenge Cup).—To be won two years in succession before becoming the property of a competitor. First prize presented by Mr. H. N. Mody; second prize presented by Mr. H. C. Austen.

First Heat—J. H. Witchell, 1; R. C. Witchell, 2.

Second Heat—A. Humphreys, 1; J. P. Jordan, 2.

Third Heat—J. J. Watson, 1; A. J. Darby, 2.

Final—A. Humphreys (56 2/5 secs.), 1; J. Witchell, 2; J. Watson, 3.

OBSTACLE RACE.—First prize presented by Mr. E. W. Mitchell, second prize presented. H. Arthur, 1; S. D. Blair, 2; S. R. Moore, 3.

CONSOLATION RACE (120 Yards).—Open to all Competitors (except those in open events). Post Entries. Prize presented by Mr. E. M. Hazeland.

C. Cook, 1; A. Marti, 2.

Mrs. Dicken presented the prizes. Austen and Witchell had equal marks—nine each—for the Champion Cup, presented by Mr. A. Chapman, but Austen relinquished his claim in favour of the other man.

KOWLOON BOWLING GREEN CLUB.

At the opening day of the season held at the Green on the 2nd inst. the members and their friends, including a large number of ladies, spent a very pleasant afternoon. The grounds, which were decorated all round with flags, presented a pleasant appearance. Tea was served on the lawn, and during the afternoon selections of music were played by the band of the 93rd Burma Infantry. Competitions for prizes were engaged in, Mrs. Jack presenting the prizes to the following winners:—

GENTLEMEN'S COMPETITION.

J. W. Robertson and J. Kyles
 J. Parkes " J. Galt
 A. Kinross " W. Ramsay
 A. Milroy " J. C. Gow
 J. Ramsay " W. J. Puddepha
 J. Guy " Mr. Pollock

LADIES' AND GENTLEMEN'S COMPETITION.

Mrs. Milroy and J. Macdonald
 Mrs. Majer " J. Parkes
 Mrs. Kerr " J. Galt
 Mrs. W. Ramsay " A. Ewing
 Mrs. Jack " J. C. Gow
 Miss Guy " T. W. Robertson

CHAMPIONSHIP CUP for 1903. Presented by W. C. Jack, Esq.

Won by A. G. Ewing.

2nd prize won by A. Ritchie.

3rd prize won by T. W. Robertson.

Most games played, W. M. Deas.

Three cheers for Mr. and Mrs. Jack and the ladies closed the proceedings of a very enjoyable afternoon.

RUSSIA AND INTERNATIONAL LAW.

CHARGES AGAINST JAPAN.

An official despatch received at the Foreign Office on the 24th ult. reports that Count Lamsdorff, the Russian Foreign Minister, issued a note to the representatives of the various Powers under date of the 22nd ult. The note deals with the alleged violation of international usage by Japan since the breach of the Russo-Japanese negotiations, and enumerates the following as the evidences of such violation:—1. That Japan landed her troops on neutral territory, that is Corea, prior to the commencement of hostilities; 2. That the Japanese squadron attacked two Russian warships off Chemulpo three days prior to the declaration of war, the warships being deprived of the opportunity of receiving notice of the breach of diplomatic relations on account of the Japanese having maliciously interrupted the telegrams dispatched to the commanders of the warships by the Russian authorities; 3. That the Japanese Government has, in defiance of international law, seized Russian merchant vessels in neutral Korean ports at the time when the hostilities were about to commence; 4. That the Japanese Government has dictated to the Emperor of Corea that Corea shall henceforth be placed under Japanese administration, at the same time warning the Emperor that the Japanese troops will occupy the capital in the event of the advice being disregarded; 5. That the Japanese Government has forwarded a note, through the French Minister, to the Russian Minister in Seoul, demanding the withdrawal of the legation as well as the consular staff from Seoul.

The note concludes with the remark that Russia will take as invalid all the orders and announcements issued by the Korean Government under the dictation of Japan, for the unlawful acquirement by the Japanese Government of illegal powers in Corea.

JAPAN'S REPLY.

The Consul-General for Japan communicated to the *N. C. Daily News* the following text of a telegram received from Tokyo:—

"Imperial Japanese Government learn that the Russian Government have recently addressed a note to the Powers in which the Japanese Government are charged with having committed certain acts in Corea which are considered by Russia to be in violation of International Law and all orders and declarations of the Korean Government are declared in that note to be invalid. The Japanese Government do not find it necessary in the present instance to concern themselves in any way with views, opinions, or declarations of the Russian Government. But they believe it to be their duty to correct misstatements of fact which, if permitted to remain uncontradicted, might give rise in the minds of neutral Powers to incorrect references and conclusions. Accordingly the Japanese Government make the following statement respecting the five acts which in the note referred to are declared to be fully proven and confirmed facts.

1. The Japanese Government admit that the Japanese troops were landed before the declaration of war, but not before the state of war which actually existed between Japan and Russia. It is well known that the maintenance of the independence and territorial integrity of Corea is one of the objects of the present war, and the despatch of troops to the menaced territory was a matter of right and necessity which had the distinct consent of the Korean Government. A sharp distinction is to be drawn between the sending of Japanese troops to Manchuria without the consent of China while peaceful negotiations were still in progress.

2. The Japanese Government declare that the allegation under this number is untrue. They did not stop the delivery of Russian telegrams by the Danish cable. Neither did they destroy the Korean Government's telegraphic communication. Regarding the attack on the 8th February on the two Russian men-of-war at Chemulpo, it is only necessary to say that a state of war existed, and that Corea having given her consent at her convenience to the landing of Japanese troops at Chemulpo, the port of Chemulpo had ceased to be neutral at least between the belligerents.

3. The Japanese Government have established a Prize Court with full authority to deal with the seizures of merchant-vessels. Accordingly it would be clearly unnecessary to make any statement regarding the assertion under this number.

4. The Japanese Government also declare the charge under this number to be absolutely and wholly without foundation in fact.

5. The Japanese Government deny the accuracy of the statement under this number. No demand either direct or indirect was addressed by the Japanese Government to the Russian Minister to withdraw from Corea. On the 10th February, the French *Charge d'Affaires* called on the Japanese Minister and informed him, as he did afterwards in writing, that it was the desire of the Russian Minister to leave Seoul, and asked the opinion of the Japanese Minister on this subject. To this the latter replied that, if the Russian Minister would withdraw in a peaceful manner, taking with him his staff and Legation Guards, he would be fully protected by our troops. The Russian Minister so withdrew of his own free will on the 12th February, and an escort of Japanese soldiers was furnished him as far as Chemulpo.

It may be added that the Russian Consul at Fusan remained at his post as late as the 8th February. It is reported that he was compelled to stay so long in the absence of instructions which the Russian Minister apparently did not care to give his Consul before his departure. When it was made known that he was instructed to leave that port, the Japanese Consul there offered him every facility for his departure for Shanghai via Japan."

HONGKONG.

The actual expenditure on public works in the Colony last year amounted to \$1,349,532.

Mr. P. N. H. Jones, the Acting Director of Public Works, has been provisionally appointed to be an official member of the Executive and Legislative Councils during the absence of Mr. W. Chatham.

During the week ending the 2nd April there were reported in the Colony the following cases of communicable disease:—Plague, 3 (Chinese, all fatal); enteric fever, 2 (European, 1 fatal); small-pox, 6 (all Chinese, 5 fatal). Three fresh plague cases have been reported since the victims being Chinese.

The new peal of bells at the Roman Catholic Cathedral were first rung on Saturday last (Holy Saturday), during the services in the morning. The pealing was very sonorous, but the manipulation was imperfect owing to want of practice on the part of the ringers. The Easter services on Sunday at the Cathedral were fully choral and were very imposing. His Lordship Bishop Piazzoli, assisted by all the clergy, Italian, French, and Spanish, officiated, and the Congregation was very numerous.

Easter Sunday was a red-letter day in the history of the Wanchai Wesleyan Garrison and Naval Chapel, which had been closed for the last four months for the purposes of re-building and enlargement. Twenty feet have been added to the length, and the addition of side aisles completes the original design of the church. The architect, Mr. A. Denison, A.M.I.C.E., and the builder, Mr. Kin Tuck, are to be congratulated on a fine piece of work carried out punctually to the day. Last Sunday morning every available seat was occupied. There were just over four hundred soldiers and sailors present; these, with a hundred civilians, made up a congregation of five hundred. The seating capacity of the chapel has been doubled by the extension. The preacher for the day was the Rev. T. W. Pearce, L.M.S. In a few introductory and congratulatory remarks Mr. Pearce spoke of the happy coincidence of the opening day with the great and joyful feast of Easter. The sermon, founded on I. Cor. 5, verse 8, was most appropriate to the occasion, and the two main thoughts were Easter joy and Easter duty. Through the kindness of the Colonel and officers of the Sherwood Foresters the band of that regiment sent a contingent under the leadership of Bandmaster Bradley. Mr. Pearce preached again in the evening to a good congregation. The collections taken were the largest on record for this chapel.

Mr. J. F. Boulton has been appointed to act as Assistant Director of Public Works from the 30th ult. during the tenure of the office of the D.P.W. by Mr. P. N. H. Jones.

A general map of the New Territory, on a scale of two inches to the mile, is now being prepared by the Public Works Department. It will show all streams, roads, paths, cultivated areas and villages.

Exchange continues to fall. On Wednesday it dropped another eighth, and since then there has been a decline of $\frac{1}{4}$ d. The man-in-the-street who prophesied that one result of the war would be the blessing of a two-shilling dollar is without honour in the land. We fear that actual war must be set down as the cause of the decline in silver just as the threat of war produced the rise. Trade is now practically at a standstill in the North, and the Banks are consequently overloaded with silver.

The Acting Secretary of the Punjom Mining Co., Ltd., informs us that a telegram has been received from the mines estimating the value of the March clean up of a miscellaneous collection of 700 tons at \$6,000. The mines have been shut down for want of working capital, and the Manager, Mr. W. Kerfoot Hughes, returns to Hongkong to consult the directors and shareholders as to the best means of carrying on the Company in view of Mr. Lock's special report on the concession, which is in some respects favourable. The annual meeting will be held early next month.

The Hongkong & Whampoa Dock Co., Ltd., have just completed a 58-foot launch for Manila, the order having been received through Mr. M. Marti, of Morrison Hill Road. The little craft is built of mild steel. She is fitted with twin-screws to propel her at about ten knots. Her name is the *Conant*, and she is intended as a sort of ferry-boat to run between the various villages on Philippine lakes, the Pasig River, Laguna Bay, etc. Mr. R. Sorino is the owner. A large party of Mr. Marti's friends accompanied him to the Cosmopolitan Dock on the 31st ult. The launch was built there, and is now undergoing the final touch-up. The party went over in a Dock launch from Blake Pier. Included in those present were Captains Ledesma and Roberts, Basa Hermanos, Messrs. M. Ponce, McBain, McCartney, W. A. Martin, and Dr. J. Lukban. The *Conant* is a trim little craft, fitted with a wood-work awning extending over her whole length. The holds will be utilised for cargo, while the deck may, when she arrives at her destination, be partly closed-in. Captain Roberts is to take her through the choppy seaway to Manila. The last of this gentleman's many Hongkong-to-Manila commands was the *Kaukong*, built at Hongkong for Insular Service. The *Conant* could not be in better hands. Mr. Marti is to be congratulated.

New Kowloon Marine Lot No. 2, situated at Laichikok, was let by public auction on the 5th inst. at the offices of the Public Works Department for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by His Majesty's surveyor for the rest of the term of lease from China, or for a further term of 75 years if competent for the Government so to make it. The lot in question has an area of 345,928 square feet: north boundary, 214 ft.; south, 700 ft.; east, 687 ft.; west, 816 ft. The annual rent is \$2,978. A special condition of the purchase is that the purchaser must reclaim the entire area of the lot. Commencing at \$10,378 as an upset price the bidding had to advance at not less than \$50 a time. Messrs. J. D. Humphreys and T. F. Hough bid against each other. Mr. T. F. Hough finally knocking the lot down for \$16,550. Mr. Hough made the purchase on behalf of the Standard Oil Company of New York. Inland Lot No. 1714, situated at Bonham Road, was let for 75 years, with the option of renewal at a Crown rent for a further term of 75 years. The northern boundary measures 56 ft. 6 in.; south, 118 ft.; east, 86 ft.; west, 53 ft. 6 in. The area in square feet is 5,000. Annual rent, \$35. A special condition was that the purchaser must construct substantial retaining walls where necessary to prevent landslips in the event of his cutting away any portion of the hill in order to level the site. The upset price was \$1,500, bidding going up by \$20 a time. Mr. A. P. Samy purchased the lot for \$1,520, there being no bidding against him. Mr. Samy, we understand, intends to build a house for himself.

O Patriota, our weekly Portuguese contemporary, states that the Portuguese cruiser *Vasco da Gama* is expected to arrive at Macao shortly. One of the cruisers, either the *Adamastor*, now in Hongkong harbour, or the *Vasco da Gama*, will probably proceed to the north. The same paper also states that according to letters received from Lisbon by the last mail, it is the intention of the Portuguese Government to despatch to Macao two more cruisers, *D. Carlos* and *D. Amelia* if necessary.

The Warrant Officers, Staff Sergeants, and Sergeants of the 1st Battalion of Sherwood Foresters (Notts and Derbyshire Regiment) gave a dance at the City Hall on the 6th inst. the occasion being the anniversary of the storming of Badajos in 1812. The decorations consisted of palms, pretty ferns surrounding varicoloured electric bulbs, bunting, old-fashioned sword-bayonets, spears, guns, and the following inscriptions relative to the honours of the Regiment:—"Badajos," "Louisburg," "Roleia," "Vimiera," "Palavera," "Busaco," "Fuentes d'Onor," "Ciudad Rodrigo," "Salamanca," "Vittoria," "Pyrenees," "Peninsula," "Ava," "South Africa," "Nivelle," "Orthes," "Toulous," "Alma," "Inkerman," "Savastopol," "Central India," "Abyssinia," "Egypt, 1882," "Tikal," "South Africa, 1899-1902." The band of the Sherwood Foresters was in attendance. Dancing was kept up from 9 p.m. to 4 a.m., all arrangements being excellent. The rain, of course, kept many away.

MISCELLANEOUS.

Four American sailors have been arrested at Shanghai on a charge of causing the death of a negro.

A dividend of 18 per cent. has been declared by the Yangtze Wharf and Godown Company, Limited, for the year 1903.

The Shanghai Tug and Lighter Company show in their profit and loss account for the past year a profit of Tls. 184,950.

The Chinese ledger-keeper of the Chartered Bank at Bangkok has been arrested for the forgery of a cheque for 12,000 ticals, and has been remanded on bail of 15,000 ticals. More arrests are expected.

The Japan papers announce the death of Mr. W. H. Morse, one of the original partners of the well-known firm of Smith, Baker & Co., of Kobe and Yokohama. His death occurred in New York. Mr. Frank H. Hunter, formerly of the firm of E. H. Hunter & Co., of Kobe and Osaka, died at home on the 19th ult.

In the course of a discussion of the Navy Estimates in the House of Commons last month Mr. Gibson Bowles said he was informed that the new dockyard at Hongkong was a stupendous mistake, the wrong site having been selected. Mr. Lee, replying for the Government, said the professional advisers of the Government, including the Commander-in-Chief on the station, had unanimously approved of the site, and it was selected on their distinct recommendation.

Admiral J. Moresby (retired) writes the following interesting letter to a London contemporary:—"At the present juncture the following incident of the practical intelligence of the Japanese may be interesting:—In January, 1865, just two months after the action at Simonoski had been fought, where the Japanese were partly armed with bows and arrows and clad in chain armour, I happened to be senior naval officer at Nagasaki, and became on very friendly terms with the Governor of the city. On my departure for England, on promotion, he gave me a farewell banquet in the old Japanese style. At its close he caused a Winchester breechloading rifle to be placed in my hands. I guessed he had an ulterior object in view, and, observing that the name "Winchester" on the lock had evidently been engraved by a hand unaccustomed to Latin characters, I remarked: "Your Excellency has done well in manufacturing so perfect a lock for this rifle." With huge delight, he informed me that lock, stock, and barrel had all been made by Japanese workmen, and begged me, on my return to England, to tell my Queen what I had seen. I had to tell him I could not do that, but I would tell the Admiralty, and I did.

Mr. Samuel S. Lyon, U.S. Consul at Kobe, had an apoplectic stroke when in his bath on the morning of the 29th ult. His condition was reported to be hopeful.

Consternation was caused at Cardiff when it was officially announced by Russia that "neutral ships captured while engaged in flagrant act of contraband can, according to circumstances, be seized and even confiscated."

We are informed by Messrs. Melchers & Co. that the agent of the Norddeutscher Lloyd at Aden wired on the 30th March:—"Oldenburg cannot sail on account of shaft broken, probable departure 18th April." We are therefore asked to notify that the departure for Europe of the Imperial German Mail s.s. *Oldenburg* will be delayed for about three weeks.

The following letter was received last month by the Bible Society from Peking, from Sir Robert Hart, Inspector-General of Customs and of Posts in China:—"Enclosed please find a cheque for 100 guineas, which it gives me much pleasure to be able to send as a subscription to your Centenary Fund. It is an honour and a privilege to have even the smallest share in your magnificent work, and I wish your appeal the fullest success.—Sincerely yours, ROBERT HART."

During the month of February 41 vessels with cargoes amounting to 120,200 tons of steam coal cleared at Cardiff for Far Eastern ports, a large proportion being for Japan. The *Sado Maru* left Cardiff with 3,500 tons, and the larger Japanese steamers, the *Bingo Maru* and *Kawachi Maru*, were at Cardiff early in March taking on board over 12,000 tons. In order to lessen the risk of interference by Russian warships, cargoes consigned for the Japanese navy have been diverted to the Cape route.

We have received a copy of the Act of Endowment of the Teikoku Gunjin Yengokwai (Association for the Relief of Those serving in the Army and Navy), just founded in Japan for the object of giving assistance to:—(a). Distressed families of men serving in the Japanese Army and Navy who are killed or die while on service; (b). Men serving in the Army and Navy who become cripples while on service, as well as the families of such men, in case of distress; (c). Distressed families of men serving in the Army and Navy whether at the seat of war or in fortresses, garrisons, etc., at home. The President of this Association is H. I. H. Admiral Prince Arisugawa, and subscriptions to this worthy cause may be received in Hongkong at the offices of the Yokohama Specie Bank, the Nippon Yusen Kaisha, or the Mitsui Bussan Co.

The British Government has recently called for reports from its representatives abroad on bounties other than those on shipping and navigation paid by the State in the countries in which they reside. Only two reports from the Far East have been published. One from His Majesty's representative at Bangkok states that no bounties apart from shipping and navigation are paid by the Siamese Government. Sir Claude MacDonald, H. M.'s representative at Tokyo, reported that the only bounty, properly so-called, existing in Japan is that on manufactured tobacco. His Excellency writes:—"Tobacco is a Government monopoly in this country, but on the export of manufactured tobacco the exporter receives a bounty of 20 per cent. The export of Japanese tobacco has recently received a considerable impetus; it is conveyed mainly to China, and the value of the trade for this year is expected to be about 2,000,000 yen. Saké and soy, which are subject to a somewhat heavy excise, receive a rebate of this excise on exportation. A subsidy of 70,000 yen per annum was granted in 1893 for a period of ten years, to the associated tea merchants of Japan, to advertise and promote the commerce in Japanese tea. It expires this year, and it is doubtful whether it will be renewed, but the Ministry of Finance are satisfied with the results obtained. Finally, sugar of or below Dutch standard No. 14, which is taxed at 20.4 sen per 100 catties on its import into Japan, is liable to a drawback of this duty if refined within a year. The object of this measure, of course, is to encourage the native sugar refiners.

The U. S. cruiser *San Francisco* has arrived at Cavite. It is stated that she is coming to Hongkong to be docked before Admiral Stirling transfers his flag to her.

Per M. M. steamer *Armand Behic*, sailed on 2nd April. For Marseilles:—277 bales raw silk, 24 packages silk piece goods, 16 bales human hair, 75 packages provisions, 50 packages cassia lignea, 13 packages cigars, 12 packages sundries. For Lyons:—343 bales raw silk, 1 case silk piece goods. For Milan:—65 bales raw silk. For London:—3 packages feathers.

EXCHANGE.

FRIDAY, 8th April.

ON LONDON.—	
Telegraphic Transfer	1/8 1/2
Bank Bills, on demand	1/8 1/2
Bank Bills, at 30 days' sight	1/8 1/2
Bank Bills, at 4 months' sight	1/9 1/2
Credits, at 4 months' sight	1/9 1/2
Documentary Bills, 4 months' sight	1/9 1/2
ON PARIS.—	
Bank Bills, on demand	217 1/2
Credits 4 months' sight	222
ON GERMANY.—	
On demand	177
ON NEW YORK.—	
Bank Bills, on demand	42 1/2
Credits, 60 days' sight	43
ON BOMBAY.—	
Telegraphic Transfer	129
Bank, on demand	129 1/2
ON CALCUTTA.—	
Telegraphic Transfer	129
Bank, on demand	129 1/2
ON SHANGHAI.—	
Bank, at sight	73
Private, 30 days' sight	73 1/2
ON YOKOHAMA.—	
On demand	85 1/2
ON MANILA.—	
On demand	Nom
ON SINGAPORE.—	
On demand	Nom
ON BATAVIA.—	
On demand	104 1/2
ON HAIPHONG.—	
On demand	1 p.c.p.m.
ON SAIGON.—	
On demand	1 p.c.p.m.
ON BANGKOK.—	
On demand	62 1/2
SOVEREIGNS, Bank's Buying Rate	\$11.40
GOLD LEAF, 130 fine, per tael	\$59.70
BAR SILVER, per oz.	25 1/2

SHARE REPORT.

HONGKONG, 8th April, 1904.—The market opened after the Easter holidays with a decidedly firmer tone, and rates in many of the leading stocks have improved materially; a fair business has been transacted, chiefly in Indos, Banks and Sugars, and the market closes comparatively active with a firm tendency.

BANKS.—Hongkong and Shanghai. The firmness reported in our last circular continuing and the demand remaining unsatisfied, the rates quickly rose from \$617 1/2 to \$640, with intermediate sales at \$625, \$630 and \$635. On timeshares have been placed at \$660 for August and at about equivalent rates for June and September. The market closes at \$640 for cash. Last London quotation per Reuter is £62. Nationals continue in request at \$3 1/2 with no shares available.

MARINE INSURANCES.—Unions have improved with sales at \$472 1/2 and \$475 closing steady at the latter rate. China Traders have been in demand at \$56 1/2 without bringing any shares on the market. The Northern Insurances remain unchanged and without any local business.

FIRE INSURANCES.—Hongkongs have ruled steady with small sales at \$285 closing with buyers, and Chinas at \$83 also closing firm.

SHIPPING.—Hongkong, Canton and Macao have improved to \$27 1/2 sales, the demand at \$26 1/2 reported in our last not being met. The stock closes firm at the former rate with likely buyers. Indo-Chinas have been quite active and a very fair business have been put through at rates between \$91 and \$90 for cash, and at rather less than equivalent rates forward, our latest advices from Shanghai say that "quotations cannot be given with any reliability" but their latest definite rate quoted is Tls. 69, which at the high rate of exchange now ruling works out at about \$95. China Manilas have been on offer during the week at \$22, without sales and close with sellers. Douglases have found buyers at \$34, \$34 1/2 and \$35 and close steady at the last rate. Star Ferries (old) have been placed at \$31, and new shares at \$18 1/2.

REFINERIES.—China Sugars have been in strong demand both for cash and forward, and the almost complete absence of sellers at the last quoted rate quickly sent the quotation to \$117 after fair sales at \$115 and \$116 and at equivalent rates forward. At time of closing although no shares are on offer it is doubtful whether business to any extent could be done. Luzons remain unchanged and without business.

MINING.—With the exception of a few small sales of Raubs at \$6 1/2 and \$6 there is nothing to report under this heading.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Lands continue quiet with probable sellers at \$145 for cash. Hongkong Hotels have been placed at \$135 and at time of writing

are obtainable at \$134. A fair business forward at equivalents of \$135 cash is reported. Humphreys have improved to \$10.60 with buyers after sales at \$10 1/2 and \$10 1/4. Nothing else to report under this heading.

COTTON MILLS.—No change or business to report.

MISCELLANEOUS.—Green Islands have found buyers at \$23 1/2 ex dividend paid on 6th inst. and close steady at that rate. Ropes have declined to \$140 without sales. Watsons are still wanted at \$14 and Watkins are slightly firmer at \$6 1/2.

MEMOS.—Kowloon Land Co. extraordinary general meeting on 9th inst. to alter certain Articles of Association.

Closing quotations are as follows:—

COMPANY.	PAID UP.	QUOTATIONS.
Banks—		
Hongkong & S'hai	\$125	\$64 1/2, sellers L'don, £62.
Natl. Bank of China		
A. Shares	£8	\$35 1/2, buyers
B. Shares	£8	\$35 1/2, buyers
Four. Shares	£1	\$10.
Insurance—		
Union	\$100	\$475, buyers
China Traders	\$25	\$56 1/2, buyers
North China	£5	Tls. 67 1/2
Yangtze	\$60	\$135.
Canton	\$50	\$175.
Hongkong Fire	\$50	\$285, sales & buyers
China Fire	\$20	\$83, sales & buyers
Steamship Coys.—		
H. Canton and M.	\$15	\$27 1/2, buyers
Indo-China S. N.	£10	\$95, sellers
China and Manila	\$50	\$22, sellers
Douglas Steamship	\$50	\$35.
Star Ferry	\$10	\$31, sales
	\$5	\$18 1/2, sellers
Shell Transport and	£1	10/-, sellers
Trading Co.	£10	£8.
Do. pref. shares		
Refineries—		
China Sugar	\$100	\$117, buyers
Luzon Sugar	\$100	\$10, sellers
Mining—		
Punjom	\$11	\$1, sellers
Do. Preference	\$1	25 cents
Charbonnages	Fcs. 250	\$5 1/2.
Raubs	18-10d.	\$6 1/2, sales & sellers
Docks, Etc.—		
H. & W. Dock	\$50	\$206, sellers
H. & K. Wharf & G.	\$50	\$94, buyers
New Amoy Dock	\$6 1/2	\$37 1/2, sellers
S. C. F. Boyd & Co.	Tls. 100	Tls. 150, buyers
Land and Building—		
Hongkong Land Inv.	\$100	\$145.
Kowloon Land & B.	\$30	\$15.
WestPoint Building	\$50	\$53.
Hongkong Hotel	\$50	\$134, sellers
Humphreys Estate	\$10	\$10.60, buyers
	\$2 1/2	\$2.60, sales & buy.
S'hai Land Ins. Co., Ltd.	Tls. 50	Tls. 107.
Cotton Mills—		
Ewo	Tls. 50	Tls. 33, sellers
International	Tls. 75	Tls. 25.
Laou Kung Mow	Tls. 100	Tls. 32 1/2.
Soychee	Tls. 500	Tls. 170.
Hongkong	\$10	\$14 1/2, sellers
Green Island Cement	\$10	\$23 1/2, ex div., sales
China-Borneo Co., Ltd.	\$12	\$8.10, buyers
Watson & Co., A. S.	\$10	\$14, buyers
Hongkong Electric	\$10	\$13.
Hongkong & C. Gas	\$5	\$6 1/2, buyers
Hongkong Rope	£10	\$140, buyers
	\$50	\$140, sellers
Fenwick & Co., Geo.	\$25	\$47.
Hongkong Ice	\$25	\$220, sellers
H. H. L. Tramways	\$100	\$300.
Hk. Steam Water	\$10	\$15 1/2, sellers
Boat Co., Ltd.	\$6	\$12 1/2, buyers
Dairy Farm	\$10	\$37, ex div., sellers
Campbell, Moore & Co.	12/6	\$5, sellers
Bell's Asbestos E. A.	\$4	\$9, buyers
United Asbestos	\$10	\$210, buyers
Do.	\$5	\$1, sellers
Tebrau Planting Co.	\$10	\$8.75, sellers
China Prov. L. & M.	\$10	\$6 1/2, buyers
Watkins Ltd.	\$10	\$5.
China Light & Power	\$10	\$94.
Co., Ltd.	\$10	\$50.
Powell, Ltd.	\$50	\$50.
Shanghai and Hong-	\$10	\$10, nominal
kong Dyeing and		
Cleaning Co., Ltd.	\$10	\$10, buyers
Canton, Hongkong Ice	\$500	\$200.
Cigar Companies—		
Alhambra Limited	\$10	\$10, buyers
Phippine Tobacco		
Trust Co., Ltd.)		

VERNON & SMYTH, Brokers.

FREIGHT.

Messrs. Wheelock & Co., in their Report of the 31st March, state:—Our Homeward freight market remains in much the same state as at last time of writing and there is nothing of interest to report except that, as we predicted, the rise in freights to New York via Suez, has come to pass, and the rate is now 30/- a ton for general cargo and if the scarcity of tonnage continues shippers must be prepared to face a further increase. Coastwise:—Newchwang is now open and several coasters have gone up in anticipation of good employment; but news has just come to hand that martial law has been proclaimed there by the Russians; beans and bean-cake are declared contraband and shippers to neutral ports must deposit the money value of the cargo as security against transshipment to Japan and Corea. This will seriously hamper trade, and is a very high-handed action on the part of the Russians, considering Newchwang is supposed to be a Chinese Treaty Port. The large "time" chartering business that has been done recently has now slackened off as the Japanese seem to have got all the tonnage they require; but the demand still continues for trip-charter and we expect to see good paying rates on the coast for a long time to come. As this goes to press we hear there is some probability of an amicable arrangement being made between ship owners and the Russian authorities with regard to the export of beans and bean-cake.

TONNAGE.

HONGKONG, 8th April.—The freight market is weaker all round, with only a limited demand for tonnage. From Saigon to Hongkong, 20 cents last and offering; to Philippines, 38 cents nominal. Bangkok to this, 27 1/2 and 32 1/2 cents last, and 26 and 31 cents per picul offering. From Newchwang to Canton, prompt steamers wanted, as much as 55 cents per picul being offered, but as it is reported that hostilities are imminent at Newchwang, still higher rate will have to be paid to induce owners to go in for this business. Two charters effected some time ago have been cancelled by owners. Coal freights are weaker. From Moji to this, \$2.60 to \$2.70; to Singapore, \$2.75 last; to Amoy, \$3.25 offering for ready boat. Time charters:—Norwegian s.s. *Prometheus* has been re-chartered to Chinese for Bangkok trade. All pressing requirements appear to have been filled, both locally and in Japan, and very much lower rates are now offered, with charterers' option of shipping coal and foodstuffs. The German steamers *Monkul*, *Phra Chula Chom Klao* and *Michael Jensen* were sold to Japanese at about £10,000 each. The following are the settlements:—

Carl—German steamer, 2,153 tons, Moji or Kuchinotzu to Singapore, \$3 per ton.
Sandyford—British steamer, 2,053 tons, Moji or Kuchinotzu to Hongkong, \$2.75 per ton.
Breid—Norwegian steamer, 645 tons, Saigon to one port Philippines, private terms.
Taishan—British steamer, 1,122 tons, Saigon to Hongkong, 24 cents per picul.
Laertes—British steamer, 1,514 tons, Saigon to Hongkong, 24 cents per picul.
Amara—British steamer, 1,566 tons, Saigon to Hongkong, 23 1/2 cents per picul.
Petrach—German steamer, 1,252 tons, Saigon to Hongkong, 23 1/2 cents per picul.
Fausang—British steamer, 1,410 tons, Saigon to Hongkong, 23 cents per picul.
Chwanshan—British steamer, 1,282 tons, Saigon to Hongkong, 21 cents per picul.
Sishan—British steamer, 845 tons, Saigon to Hongkong, 22 cents per picul.
Telemachus—British steamer, 1,340 tons, Saigon to Hongkong, 21 cents per picul.
Decima—German steamer, 794 tons, Saigon to Hongkong, 20 cents per picul.
Holstein—German steamer, 1,103 tons, Saigon to Hongkong, 20 cents per picul.
China—German steamer, 1,093 tons, Saigon to Hongkong, 19 cents per picul.
Signal—German steamer, 1,000 tons, Bangoek to Hongkong, 32 1/2 cents and 27 1/2 cents per picul.
Prometheus—Norwegian steamer, 1,023 tons, monthly, 4 1/2 months, \$7,250 per month (re-charter).
Seirstad—Norwegian steamer, 617 tons, monthly, \$7,000 per month.

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

ARRIVALS.

April—

1. Ardandear, British str., from Moji.
1. Glenfalloch, British str., from Singapore.
1. Haiching, British str., from Coast Ports.
1. Kwangtah, Chinese str., from Shanghai.
1. M. Struve, German str., from Tamsui.
2. Hoihaio, French str., from Haiphong.
2. Itania, British str., from Moji.
2. Kaifong, British str., from Manila.
2. Kumsang, British str., from Saigon.
2. Lyeemoon, German str., from Shanghai.
2. Meefoo, Chinese str., from Canton.
2. Tritos, German str., from Anping.
3. Armand Behic, Fr. str., from Yokohama.
3. Brunhilde, German str., from Samarang.
3. Chenan, British str., from Canton.
3. Foyle, British str., from Kutchinotzu.
3. Hangsang, British str., from Calcutta.
3. Petchaburi, German str., from Kolsichang.
3. Pitsanulok, German str., from Bangkok.
3. Pandua, British str., from Calcutta.
4. Annam, French str., from Marseilles.
4. Capri, Italian str., from Bombay.
4. Holstein, German str., from Saigon.
4. Promethus, Norwegian str., from Moji.
4. Shantun, German str., from Singapore.
4. Tungshing, British str., from Shanghai.
4. Wuchang, British str., from Iloilo.
4. Zafiro, British str., from Manila.
5. Artemisia, German str., from Hamburg.
5. Benlawers, British str., from London.
5. Else, German str., from Saigon.
5. Evandale, British str., from Penarth.
5. Formosa, British str., from London.
5. Johanne, German str., from Saigon.
5. Loongsang, British str., from Manila.
5. Lyra, American str., from Tacoma.
5. Taishun, Chinese str., from Shanghai.
6. Andree Rickmers, Ger. str., from Bangkok.
6. An Pho, British str., from Saigon.
6. Apenrade, German str., from Haiphong.
6. Australian, British str., from Kobe.
6. Chibbi, British str., from Canton.
6. Chingtu, British str., from Kobe.
6. Dagmar, German str., from Saigon.
6. Doric, British str., from San Francisco.
6. Edendale, British str., from Saigon.
6. Hailoong, British str., from Swatow.
6. Halaban, Dutch str., from Pulo Sambo.
6. Kansu, British str., from Tientsin.
6. Kwangtah, Chinese str., from Canton.
6. Marie Jebson, German str., from Java.
6. Nanshan, British str., from Saigon.
6. Talbot, British cruiser, from Mirs Bay.
6. Themis, Norwegian str., from Moji.
6. Tsintan, German str., from Bangkok.
7. Athenian, British str., from Vancouver.
7. Ballarat, British str., from Shanghai.
7. Cragwald, British str., from Cardiff.
7. Hailan, French str., from Pakhoi.
7. Hugin, Norwegian str., from Moji.
7. Isle de Negros, Amr. str., from Manila.
7. Nanyang, German str., from Saigon.
7. Telemachus, British str., from Saigon.
7. Tjimahi, Dutch str., from Yokohama.

April—

DEPARTURES.

1. Ellen Rickmers, Ger. str., for Bangkok.
1. Frithjof, Norwegian str., for Tamsui.
1. Hinhang, British str., for Singapore.
1. Kennebec, British str., for Manila.
1. Machew, German str., for Swatow.
1. Oopack, British str., for Shanghai.
1. Progress, German str., for Hoihow.
1. Quanguam, French str., for Hongay.
1. Rajaburi, German str., for Swatow.
1. Thales, British str., for Swatow.
1. Teesta, British str., for Yokohama.
1. Tremont, American str., for Tacoma.
2. Amara, British str., for Saigon.
2. Batavia, German str., for Kobe.
2. Esang, British str., for Swatow.
2. Furst Bismark, Ger. flagship, for K'ichou.
2. Glenartney, British str., for Shanghai.
2. Hertha, German cruiser, for Kiangtshou.
2. Kwangtah, Chinese str., for Canton.
2. Samsen, German str., for Bangkok.
2. Tydeus, British str., for Manila.
3. Abyssinia, German str., for Hamburg.
3. Bourbon, French str., for Saigon.
3. Broid, French str., for Saigon.
3. Hongkong, French str., for Haiphong.
3. Loyal, German str., for Kobe.

3. Medan, German str., for Yap.
4. Annam, French str., for Shanghai.
5. Armand Behic, French str., for Europe.
5. Blenheim, British cruiser, for Mirs Bay.
5. Borg, Norwegian str., for Bangkok.
5. China, American str., for San Francisco.
5. Diu, Portuguese gunboat, for Macao.
5. Glenfalloch, British str., for Amoy.
5. Haiching, British str., for Swatow.
5. Linan, British str., for Shanghai.
5. Mad. Rickmers, German str., for Bangkok.
5. Meefoo, Chinese str., for Shanghai.
5. Taishun, Chinese str., for Canton.
5. Tungshing, British str., for Canton.
5. Whampoa, British str., for Shanghai.
6. Albion, British battleship, for Mirs Bay.
6. Amphitrite, British cruiser, for Mirs Bay.
6. Centurion, British ship, for Mirs Bay.
6. Cressy, British cruiser, for Mirs Bay.
6. Glory, British battleship, for Mirs Bay.
6. Ocean, British battleship, for Mirs Bay.
6. Vengeance, British ship, for Mirs Bay.
6. Chowfa, German str., for Bangkok.
6. Foyle, British str., for Moji.
6. Hanoi, French str., for Haiphong.
6. Hoihaio, French str., for Pakhoi.
6. Kaifong, British str., for Manila.
6. Lightning, British str., for Calcutta.
6. Shantung, German str., for Shanghai.
6. Tritos, German str., for Anping.
7. Attaka, British str., for Canton.
7. Formosa, British str., for Shanghai.
7. Gaea, German str., for Saigon.
7. Halaban, Dutch str., for Tientsin.
7. Hunan, British str., for Shanghai.
7. Kansu, British str., for Canton.
7. Lyra, Amr. str., for Manila.
7. Pandua, British str., for Amoy.
7. Talbot, British cruiser, for Singapore.
7. Waterwitch, British sur-ves., for a cruise.

PASSENGER LIST.

ARRIVED.

Per *Armand Behic*, for Hongkong, from Yokohama, Messrs. F. O. Seatou, D. Ferguson, and V. Salgado; from Kobe, Messrs. Inonye and Yajima; from Shanghai, Mrs. Dinmore, Mrs. Jones, Mrs. F. MacCulloch, Mr. and Mrs. Grunberg and infant, Mrs. L. Rosenberg, Misses M. Fukushima, K. Yakamura, and K. Munafa, Rev. W. E. Godson, Messrs. K. Teromeer, E. Wellmann, E. Apple, Gabbin, F. P. Musso, Oscar Levy, R. Powell, H. E. Parker, R. J. Wairdson, G. H. Wallace, C. B. Bailey, A. E. Wallace, Kaiph Allan, D. H. Vasanja, Vanassche, T. Trokuka, and S. Suzuki; for Saigon, from Shanghai, Mrs. Grimberg, Mrs. Lapajofka, Messrs. Mortreuil, Fortin, Daniel Mouna, Francisque Demosthene, and Gaspari; for Singapore, from Kobe, Capt. and Mrs. Blair, Messrs. E. Korje, Darry, Muir, Broadfoot, Grieve, Hosokawa, and Karija; from Shanghai, Mrs. Osa and infant, Misses Nishida and Kawabata, Messrs. J. Gush and Minami; for Colombo, from Shanghai, Mrs. Numerovski and infant; for Suez, from Shanghai, Rev. Geromi; for Port Said, from Shanghai, Mrs. Pogorelsky and infant, Messrs. Jean Martin and Numerovski; for Marseilles, from Yokohama, Mrs. Whitehead and three children, Messrs. Maurice Laubie, Magni, Mariano, Ezelino, Cordano, Arnould, Saston, Cunstall, Gray, R. Grant, W. Leggett, E. Jackson, and J. Gordon; from Kobe, Messrs. Macdirmid, W. Coutts, Jeffrey, Dyrie, J. Cook, R. Young, C. Holl, C. Culpeck, Hookway, O'Brien, Wilson, Pabor, Torstier, St. Clair, Hassan, Ahmid, Raephael, Mohamed, A. Sali, V. Sali, Ahmid, Agbi, and Scott; from Shanghai, Mrs. Kragh, Mr. and Mrs. de Kergarion and infant, Mrs. Niox and infant, Mrs. Fortin and infant, Baron de Gunzburg, Dr. Blanc, Messrs. F. Hussey Frecke, B. Ryan, Zahn, Mallet, Tannet Lazariste, Deboulet, J. Schlain, Seube, Mennier, and Leon Janidis.

Per *Annam*, for Hongkong, from Marseilles, Mr. and Mrs. de Queiroz and 3 children, Mr. and Mrs. Peterson, Sister Clotilde, Messrs. de Megalahet, Barrueza, Figueras, and Pelegrin Pla; from Colombo, Mr. and Mrs. Seuberan, Mr. Marion, and Sister Dioucas; from Singapore, Messrs. Derr, Fonkington, and Gabriel; from Saigon, Messrs. Yoshida and Takasuzi; for Yokohama, from Marseilles, Mrs. Sabas, Mr. and Mrs. Tamine, Messrs. de Vaole, Koraze,

Bertin, Gavalda, Heidi, Bruvel, Milson, Leroy, and Talahiva; from Aden, Rev. Mazianze; from Port Said, Messrs. Leinis, Pecoul, and Danon; from Colombo, Mr. and Mrs. Doniger, Col. Hawkins, and Sister Montaigni; from Singapore, Mr. and Mrs. Parry, Mrs. Papasian and infant, Mrs. Hombeline, Major Rud. Miss Lunel, Messrs. Fucker, Melkoff, Dayaby, Thomas, Lawbes, and Mi kioka; from Batavia, Mr. Sharp; from Saigon, Mr. Ralson; for Kobe, from Singapore, Mr. and Mrs. Hori, Messrs. Ismudo and Roux; for Shanghai, from Marseilles, Mr. and Mrs. Akermann, Mr. and Mrs. Mercer, Mrs. Bury, Misses Child and Davidson, Messrs. Calandiny, de la Nieppe, Turpmann, Emily, Jap, Feuillet, Pontel, and Fabre, Revs. Avili and Alexis.

Per *Doric*, from San Francisco, &c., Mrs. P. C. Anderson, Mrs. K. C. Palmer, Mrs. L. D. Hargis, Mrs. E. E. Jones, Master Jones, Mr. and Mrs. J. C. Edwards, Mr. and Mrs. W. N. Pickard, Mr. and Mrs. M. J. Patterson, Mr. and Mrs. H. Krusi, Mrs. A. W. Hastings, Mr. and Mrs. T. E. Welch, Misses L. R. Rogers, Coleman, L. A. Beecroft, Mabel M. Bousall, and M. J. Canfield, Comdr. J. B. Kilton, U.S.N., Judge F. G. Waite, Hon. Chas. A. Willard, Lieut.-Comdr. A. W. Dodd, U.S.N., Messrs. Chas. Freeman, A. P. Ferl, Geo. M. Ghould, A. Cotting, H. Hugo, E. B. Shaw, R. W. Curnuff, and Jas. Mitchell.

Per *Ballarat*, from Shanghai, for Hongkong, Mrs. W. J. Davies, Mr. and Mrs. A. Whitlow and infant, Father Brun, Messrs. J. S. Plant, C. M. Ede, and Bohnszewicz; for Bombay, Mr. Gopee Chande; for Marseilles, Mrs. Conardy, Mr. H. V. Bourbon, and Dr. Iaufar; for London, Mr. and Mrs. Johns and child, Bishop, Mrs. and Miss Cassello and 5 children, Mr. and Mrs. Brown, Mrs. Wm. Lloyd and 4 children, Mrs. Riches, Miss Weber, Messrs. S. Lewis, S. T. Cohn, and Bryan Brennan; from Yokohama, for Marseilles, Capt. Troubridge, R.N.

DEPARTED.

Per *China*, for Shanghai, Mr. and Mrs. McGee, Mr. and Mrs. H. Hoyer, Mr. and Mrs. R. W. Astill, Misses C. and E. Donaldson, Dr. Wm. Thompson, Lieut. H. A. Wiley, Messrs. K. J. Kingsford, Leon Santos, J. M. Edgar, Claf Thoreson, H. Loy, E. H. Cope, W. L. Rodgers, M. Remedios, E. Kempfer, and H. C. Graves, Jr.; for Nagasaki, Miss O. Sakai; for Kobe, Messrs. H. B. Gibbins, W. B. Gibbins, S. Hatan, and U. Nakajima; for Yokohama, Mrs. and Miss Bagnall; for San Francisco, &c., Mrs. A. K. Scott, Mrs. J. E. Smith, Mr. and Mrs. A. W. Jackson, Mrs. F. J. Perrine, Mrs. S. E. Brown, Mrs. M. Fraser, Mr. and Mrs. W. Croysdale, Mrs. A. Clark, Mr. and Mrs. C. W. Guerin and infant, Dr. and Mrs. Schumaker, Mrs. Andrew Johnstone, Misses Johnstone, G. Hammond, E. B. Kimball, Amelia P. Klein, A. B. Pearson, and C. C. Boyle, Major Radcliffe, Capt. J. H. Russell, Lieut. G. W. McElroy, Messrs. F. W. Spicer, C. R. Richards, R. H. Schneelock, V. Dolliver, R. J. McLaughlin, C. H. Goddard, Kenset Brown, David Kerf, Joe Amolsky, E. J. Bates, N. M. Nelson, Wm. Patterson, Bryan Bradley, W. M. Carruth, M. S. Hutton, and M. E. Sandall.

Per *Armand Behic*, for Saigon, Mr. and Mrs. Brizac, Messrs. I. Brenner, Williams, and P. D. Pronchandy; for Singapore, Mr. and Mrs. F. H. Marks, Mrs. Format, Mrs. S. Nakamura, Mrs. Louise L. Homme, and Mr. Carl George; for Colombo, Mr. K. Abdul Guffer Sait Namaze; for Bombay, Mr. D. J. Karanjia; for Port Said, Mrs. Sogorelsky and 2 children; for Marseilles, Mrs. R. Flores, Mrs. L. Perez, Mr. and Mrs. Guay Booker and child, Messrs. F. Ludsing-r, L. Ilse, Pethellaz, Parboni, W. Whitton, L. d'Olivayre, Primault, Martin, Morvan, George Poirier, Daubrage, Cadie, Rapus, Karandy, Neaulure, and True.

Per *Annam*, for Shanghai, Mr. and Mrs. Arland, Rev. Father Arvier, Messrs. E. Bonnet, J. Hayashi, Nitta, Kammeru, R. J. Wairdson, Cordelier, C. H. Ross, Butler, and Smith; for Kobe, Messrs. H. Sharp, Wm. E. Boling, A. Repas, and Y. Yamane, for Yokohama, Mr. Antonio Constantine.

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